FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2006-11

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2006-01

2005-22-10	R	Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-24-11	COR, S 2003-09-03	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-25-01	COR	Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2005-26-07		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, and A321-231
2005-26-09		Pratt & Whitney	Engine: JT9D-7R4 turbofan
2005-26-15		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-26-16	S 98-19-22	Airbus	A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, B4–203, A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, C4–605R Variant F, A310–203, –204, –221, –222, –304, –322, –324, and –325
2005-26-17		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-18	S 2002-01-29	Rolls-Royce Deutschland	Engine: Tay 650-15 and 651-54 turbofan
2006-01-06		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-01-51	E	Frakes Aviation	G-73

Biweekly 2006-02

2006-01-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, AND 1125 Westwind Astra
2006-01-02		McDonnell Douglas	DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), MD–88, MD–90–30
2006-01-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, and B4-203
2006-01-04	S 94-11-03	Raytheon	DH.125, HS.125, and BH.125 series; BAe.125 Series 800A (C-29A and U-125), 800B, 1000A, 1000B; Hawker 800 (including variant U-125A), and 1000
2006-01-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2006-01-08		BAE Systems (Operations) Limited	Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-01-09		BAE Systems (Operations) Limited	BAe 146-100A and -200A series
2006-01-10		Airbus	A300 B4–600, B4–600R, F4–600R series, C4–605R Variant F (collectively called A300–600 series airplanes). A310 series
2006-01-51	FR	Frakes Aviation	G-73 (Mallard) series; and G-73
2006-02-01		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2006-02-02		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-02-03		Raytheon	Hawker 800XP
2006-02-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2006-02-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-06		Airbus	A310-203, -204, and -222, A310-304, -322, -324, and -325

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Biweekly 2006-03

2006-02-09	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2006-02-10	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-11	McDonnell Douglas	C-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2006-03-01	Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-03-02	Dassault Aviation	Falcon 2000, Falcon 2000EX
2006-03-03	Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan

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Biweekly 2006-04			
2006-03-04		McDonnell Douglas	DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2006-03-05	S 93-02-03	Short Brothers	SD3-60 SHERPA, SD3-SHERPA, and SD3-60
2006-03-06		EMBRAER	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-03-07		Fokker	F.28 Mark -700 and 0100
2006-03-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-10		Airbus	A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231
2006-03-11		British Aerospace	HS 748
2006-03-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2006-03-13		McDonnell Douglas	DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F and MD–10–30F, MD–11 and MD–11F
2006-03-14		Rolls-Royce plc	Engine: RB211 Trent 500 Turbofan
2006-03-16		Hamburger Flugzeubau GmbH	HFB 320 HANSA
2006-04-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325
2006-04-03		Airbus	A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642
2006-04-04		Meggitt	Appliance: Smoke Detectors
2006-04-05		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900)
2006-04-06	S 2000-24-02	Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes.
2006-04-07		BAE Systems	Bae 146 and Avro 146-RJ
2006-04-08		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325
2006-04-09		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes CL–600–2D15 (Regional Jet Series 705) airplanes, CL–600–2D24 (Regional Jet Series 900) airplanes.
2006-04-10		Cessna	500, 550, S550, 560, 560XL, and 750

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Biweekly 2006-05			
2000-24-03 R1	R 2000-24-03	AvCraft Aerospace GmbH	328-100
2006-04-02		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-04-11	S 2004-07-15	Airbus	A321-111, -112, and -131
2006-04-12	S 2004-15-03R1	General Electric Company	Engine: CF34-3A1, -3B1, CF34-1A, -3A, -3A1, -3A2, and -3B series turbofan
2006-04-13		Gulfstream	GIV-X, GV-SP series
2006-04-14		Boeing	757-200, 757-300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-02		Boeing	747-200F, 747-200C, 747-400, 747-400D, and 747-400F series
2006-05-04	S 2001-10-03	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
Biweekly 2006-06			
2006-03-09	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-15		Boeing	747SP, 747SR, 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-03		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-05-06	S 2001-14-07, 2001-15-03, and 2003-19-08	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-05-07		Aerospatiale	ATR42-200, -300, and -320
2006-05-08		Boeing	777-200 series
2006-05-09		Boeing	747-200C, -200F, -400, -400D, and -400F series
2006-05-10		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-05-11	S 2004-02-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-03		Cessna	500, 501, S550, 550, 551, and 560
2006-06-04	S 93-13-07	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC 9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2006-06-05		Boeing	720 and 720B series

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Biweekly 2006-07

2006-05-11 R1	R 2006-05-11	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-07		Fokker	F.28 Mark 0070 and 0100
2006-06-08		General Electric	Engine: CF6-80C2D1F turbofan
2006-06-09		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-06-10		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-06-11		Boeing	747-100B SUD, 747-300, 747-400, 747-400D, and 747-200B series
2006-06-12		Aerospatiale	ATR72-101, -102, -201, -202, -211, -212, and -212A
2006-06-13		Airbus	A330-201, -202, -203, -223, -243, A330-301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2006-06-14		Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231, and -232
2006-06-15		Airbus	A318–111–112, A319–111, –112, –113, –114, –115, –131, –132, –133, A320–111, A320–211, –212, –214, –231, –232, –233, A321–111, –112, –131, A321–211, –212, –213, –231, and –232
2006-07-01		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-07-02		Bombardier	DHC-8-301, -311, and -315
2006-07-03		Airbus	A321-111, -112, -131, A321-211 and -231
2006-07-04		Boeing	737-600, -700, -700C, -800, and -900 series
2006-07-05		Airbus	A319-131, -132, -133, A320-232, -233, A321-131, -231, and -232
2006-07-07		Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-07-08		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2006-07-09		Airbus	A318-111 -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231 and -232
2006-07-11		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2006-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-07-13		Airbus	A310, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F

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Biweekly 2006-08			
2005-05-20		Boeing	747–100, 747–100B, 747–100B SUD, 747–200B, 747–200F, 747–300, 747–400, 747–400D, 747SP, 747SR, 767–200, 767–300, 777–200, 777–300, and 777–300ER
2006-04-13 R1	R 2006-04-13	Gulfstream	GIV-X, GV-SP series
2006-07-10	S 91-09-07	Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2006-07-14		Boeing	767-200, -300, and -300F series
2006-07-16		Bombardier	DHC-8-400 series
2006-07-17		Boeing	727, 727C, 727-100, 727-100C, and 727-200 series
2006-07-18		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-07-19		Aerospatiale	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2006-07-21		Boeing	757-200, and -200PF
2006-07-22		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-07-23		Boeing	757-200, -200PF, -200CB, and -300 series
2006-07-24		Boeing	757–200 and 757–300 series
2006-07-25	S 89-14-02	McDonnell Douglas	DC–8–11, DC–8–12, DC–8–21, DC–8–31, DC–8–32, DC–8–33, DC–8–41, DC–8–42, DC–8–43, DC–8–51, DC–8–52, DC–8–53, DC–8–55, DC–8F–54, DC–8F–55, DC–8–61, DC–8–62, DC–8–63, DC–8–61F, DC–8–62F, DC–8–63F, DC–8–71, DC–8–72, DC–8–73, DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), and MD–88
2006-07-26		Aerospatiale	ATR42-200, -300, -320, and -500
2006-08-02	S 2004-03-11	Boeing	747-200C and -200F series
2006-08-03		Sicma Aero Seat	Appliance: Cabin attendant seats
2006-08-04		Boeing	767-200, -300, -300F series, and 767-400ER series
2006-08-05		Fokker	F.28 Mark 0100
Biweekly 2006-09			
2006-07-07	COR	Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-08-10		General Electric	Engine: CT64-820-4 turboprop
2006-09-01	S 2005-19-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2006-09-02		Boeing	757-200 and -200PF series
2006-09-03		Boeing	727, 727C, 727-100 and 727-100C series
2006-09-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)

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Biweekly 2006-10

2004-03-15 R1	R 2004-03-15	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2006-09-04		Dassault Aviation	Falcon 900EX
2006-09-05		Airbus	A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-09-06	S 99-07-12	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SR series
2006-09-07		Airbus	A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541, and A340-642
2006-09-09		Boeing	767-200, -300, -300F, and -400ER series
2006-09-11		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -231, -232, -233; A321-111, -112, -131; A321-211 and -231
2006-09-12		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes); A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-09-13	S 95-04-11	Honeywell International Inc.	Engine: ALF502L, ALF502L-2, ALF502L-2A, ALF502L-2C, and ALF502L-3 series turbofan, and ALF502R series
2006-10-01	S 2003-14-17	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-10-02		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-03		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, and -233
2006-10-04		Boeing	747-200B, 747-200C, 747-200F, 747-300, 747-400, and 747SP series
2006-10-05		SAAB AIRCRAFT AB	SAAB-Fairchild SF340A (SAAB/SF340A) and SAAB 340B
2006-10-06		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2006-10-07		Hamilton Sundstrand	Propeller: 14RF-9

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2006-11

2006-10-07	COR	Hamilton Sundstrand	Propeller: 14RF-9
2006-10-08	S 2002-01-15	Boeing	767-200, -300, and -300F series
2006-10-09		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-10-10		Bombardier, Inc.	BD-100-1A10
2006-10-11		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-10-12		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-10-13		Airbus	A330-223, -321, -322, and -323
2006-10-14		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30; and 717-200
2006-10-15		Learjet	45
2006-10-16	S 2002-06-02 S 2003-13-09	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-17		Boeing	737-600, -700, -700C, -800, and -900 series
2006-11-01	S 2004-23-08	Airbus	A300 B4-605R, B4-622R, A300 F4-605R and F4-622R
2006-11-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-11-03		Gulfstream	GV and GV-SP series
2006-11-04	S 2005-12-07	Airbus	A318, A319, A320, and A321
2006-11-05	S 2004-01-20	Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C, and -535E series turbofan
2006-11-06		Boeing	767-200 and -300 series
2006-11-07		Raytheon	Hawker 800XP
2006-11-08	S 2002-03-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-11-09		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-11-10		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-11-11	S 2001-20-12	Boeing	757-200, -200PF, -200CB, and -300 series
2006-11-12		Boeing	767-200, -300, -300F, and -400ER series
2006-11-13		Boeing	777-200 and -300 series

BW 2006-11

HAMILTON SUNDSTRAND
AIRWORTHINESS DIRECTIVE
PROPELLER
LARGE AIRCRAFT

CORRECTION: [*Federal Register: May 19, 2006 (Volume 71, Number 97); Page 29072; www.access.gpo.gov/su_docs/aces/aces140.html*]

2006-10-07 Hamilton Sundstrand (formerly Hamilton Standard Division): Amendment 39-14591. Docket No. FAA-2006-24517; Directorate Identifier 2006-NE-18-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 22, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hamilton Sundstrand (formerly Hamilton Standard Division) model 14RF-9 propellers with propeller blades of the "+E" repair configuration (excludes "+E2" repair configuration) having serial numbers (SNs) below 885751. These propellers are installed on, but not limited to, Embraer 120 airplanes.

Unsafe Condition

(d) This AD results from reports of delaminated blade fiberglass repair patches that allowed corrosion to form on the aluminum blade spar under the patch. We are issuing this AD to prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Identifying the Blade Repair Configuration

(f) The "+E" blade marking can be found on the blade airfoil or stamped on the blade shank, adjacent to the blade and pin assembly part number.

(g) If the blade is stamped with "+E2" no further action is required.

Initial Inspection of Installed Blades Not Previously Inspected

(h) For installed blades not previously inspected using Hamilton Sundstrand Alert Service Bulletin (ASB) No. 14RF-9-61-A143, dated November 21, 2005; or Revision 1, dated December 5, 2005; or ASB No. 14RF-9-61-A144, dated February 27, 2006; or ASB No. 14RF-9-61-A145, dated April 13, 2006; or ASB No. 14RF-9-61-146, dated April 3, 2006, do the following:

(1) Perform initial visual, feeler gage, and tap test inspections for delamination within 10 flight cycles or 5 days after the effective date of this AD, whichever occurs first.

(2) Use paragraph 3 of the Accomplishment Instructions of Hamilton Sundstrand ASB No. 14RF-9-61-A145, dated April 13, 2006, to do the inspection.

2nd Inspection of Installed Blades

(i) For installed blades that have not been reinspected using Hamilton Sundstrand ASB No. 14RF-9-61-A143, dated November 21, 2005; or Revision 1, dated December 5, 2005; or ASB No. 14RF-9-61-A144, dated February 27, 2006; or ASB No. 14RF-9-61-A145, dated April 13, 2006; or ASB No. 14RF-9-61-A146, dated April 3, 2006, do the following:

(1) Perform a 2nd inspection of installed blades for delamination within an additional 500 flight cycles or by July 1, 2006, whichever occurs first.

(2) Use paragraph 3 of the Accomplishment Instructions of Hamilton Sundstrand ASB No. 14RF-9-61-A145, dated April 13, 2006, to do the inspection.

Blades Placed in Service After the Effective Date of This AD

(j) For blades being installed after the effective date of this AD that were not previously inspected using Hamilton Sundstrand ASB No. 14RF-9-61-A143, dated November 21, 2005; or Revision 1, dated December 5, 2005; or ASB No. 14RF-9-61-A144, dated February 27, 2006; or ASB No. 14RF-9-61-A145, dated April 13, 2006, do the following:

(1) Before installing the blade, perform initial visual, feeler gage, and tap test inspections for delamination. Use paragraph 3. of the Accomplishment Instructions of Hamilton Sundstrand ASB No. 14RF-9-61-A146, dated April 3, 2006, to do the inspection.

(2) Perform a 2nd inspection for delamination at least 7 days after installing the blade, but no later than 60 days after the initial inspection. Use paragraph 3. of the Accomplishment Instructions of Hamilton Sundstrand ASB No. 14RF-9-61-A146, dated April 3, 2006, to do the inspection.

Blades That Fail Inspection

(k) Before further flight, remove propeller blades from service that fail inspection.

Blade Removal From Service

(l) By March 1, 2007, remove from service all blades of the "+E" repair configuration having SNs below 885751.

(m) After March 1, 2007, do not install any blades of the "+E" repair configuration having SNs below 885751, onto any propeller.

(n) Hamilton Sundstrand ASB No. 14RF-9-61-A147, dated April 19, 2006, contains information on upgrading the removed blades to the "+E2" repair configuration.

Inspection Reporting Requirement

(o) Within 10 days after each blade inspection, record the inspection data on a copy of the data sheet. The data sheet is on page 10 of ASB No. 14RF-9-61-A145, dated April 13, 2006, and ASB No. 14RF-9-61-A146, dated April 3, 2006. Report the inspection data to Hamilton Sundstrand, fax (800) 654-5107, and Boston Aircraft Certification Office, fax (781) 238-7170. The Office of Management and Budget (OMB) approved the reporting requirements and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(p) The Manager, Boston Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(q) Hamilton Sundstrand ASB No. 14RF-9-61–A143, dated November 21, 2005; ASB No. 14RF-9-61-A143, Revision 1, dated December 5, 2005; and ASB No. 14RF-9-61-A144, dated February 27, 2006, pertain to the subject of this AD.

Material Incorporated by Reference

(r) You must use the Hamilton Sundstrand service information specified in Table 1 of this AD to perform the inspections and blade removals required by this AD. The Director of the Federal Register approved the incorporation by reference of this service information in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact the Hamilton Sundstrand Propeller Technical Team, One Hamilton Road, Mail Stop 1-3-AB43, Windsor Locks, CT 06096-1010, USA.; fax 1-860-654-5107, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at *http://dms.dot.gov*, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

TABLE 1.—INCORPORATION BY REFERENCE

Alert service bulletin No.	Page	Revision	Date
14RF–9–61–A145; Total Pages: 10	All	Original	April 13, 2006.
14RF–9–61–A146; Total Pages: 10	All	Original	April 3, 2006.

Issued in Burlington, Massachusetts, on May 5, 2006.
Thomas A. Boudraeu,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-4390 Filed 5-11-06; 8:45am]
BILLING CODE 4910-13-P

BW 2006-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-08 Boeing: Amendment 39-14592. Docket No. FAA-2005-22529; Directorate Identifier 2005-NM-099-AD.

Effective Date

(a) This AD becomes effective June 19, 2006.

Affected ADs

(b) This AD supersedes AD 2002-01-15.

Applicability

(c) This AD applies to Boeing Model 767-200, -300, and -300F series airplanes; certificated in any category; identified in Boeing Alert Service Bulletin 767-27A0167, Revision 2, dated October 7, 2004.

Unsafe Condition

(d) This AD results from additional reports indicating fractured bearings of the link assembly joint in the inboard and outboard flaps of the trailing edge. We are issuing this AD to prevent failure of the bearings in the link assembly joint, which could result in separation of the inboard or outboard flap and consequent loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 2002-01-15

Initial Inspection

(f) For airplanes having line numbers 1 through 819 inclusive, on which Part 2 of Boeing Alert Service Bulletin 767-27A0167 has not been done: Within 90 days after February 14, 2002 (the effective date of AD 2002-01-15), or within 36 months after date of manufacture of the airplane, whichever is later, do detailed inspections of the lubrication passage and link assembly joint in the inboard and outboard flaps of the trailing edge for discrepancies (e.g., lubrication passage blocked,

fractured bearing, loose or damaged joint); per Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0167, dated December 7, 2000; or Revision 2, dated October 7, 2004. After the effective date of this AD, only Revision 2 of the service bulletin may be used.

Repetitive Inspections/Corrective Action With New Compliance Times

(g) For airplanes having line numbers 1 through 819 inclusive, on which Part 2 of Boeing Alert Service Bulletin 767-27A0167 has not been done: Do the actions required by paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable, at the time specified, per the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0167, dated December 7, 2000; or Revision 2, dated October 7, 2004. After the effective date of this AD, only Revision 2 of the service bulletin may be used.

(1) If the lubrication passage is not blocked and no fractured bearing or loose or damaged joint is found, do paragraph (h) of this AD.

(2) If the lubrication passage is blocked and no fractured bearing or loose or damaged joint is found, repeat the inspection required by paragraph (f) of this AD at intervals not to exceed 60 days, and within 24 months after the most recent inspection required by paragraph (a) or (b)(1) of AD 2002-01-15, or paragraph (f) of this AD, as applicable, do the actions required by paragraph (g)(3) of this AD.

(3) If any fractured bearing or loose or damaged joint is found, before further flight, do the corrective action (including removal of the link assembly, inspection for damage, and replacement with a new assembly if damaged), as specified in Part 2 of the Accomplishment Instructions of the service bulletin.

New Requirements of This AD

(h) For airplanes having line numbers 1 through 819 inclusive, on which the lubrication passage has not been found blocked and no fractured bearing or loose or damaged joint has been found, and on which Part 2 of Boeing Alert Service Bulletin 767-27A0167 has not been done: Within 24 months after the most recent inspection in accordance with paragraph (a) or (b)(1) of AD 2002-01-15, or paragraph (f) of this AD, as applicable, remove the link assembly, perform a detailed inspection of the link assembly for damage, and reinstall the undamaged link or replace it with a new link assembly that has been inspected and found to be free of damage or other discrepancy, in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0167, Revision 2, dated October 7, 2004.

Detailed Inspection of Bearing Ball and Outer Race

(i) For all airplanes: Remove the link assembly, and perform a detailed inspection for cracking of the bearing ball, and for severe wear of the outer race of the bearing, in accordance with Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0167, Revision 2, dated October 7, 2004. Do this action at the time specified in paragraph (i)(1) or (i)(2) of this AD, as applicable. Then, repeat this action at intervals not to exceed 72 months. If any cracking or severe wear is found during any inspection required by this paragraph: Before further flight, do the corrective action in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0167, Revision 2, dated October 7, 2004, or do paragraph (j) of this AD.

(1) For airplanes identified in the service bulletin as being in Group 1: Within 72 months after doing Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0167, dated December 7, 2000; or Revision 2, dated October 7, 2004, or within 18 months after the effective date of this AD, whichever is later.

(2) For airplanes identified in the service bulletin as being in Group 2: Within 72 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness; or within 18 months after the effective date of this AD; whichever is later.

Optional Terminating Action

(j) For all airplanes: Replacing the existing link assemblies of the trailing edge flaps with new, improved or modified assemblies that contain new bearings, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-27-0196, dated April 21, 2005, ends the repetitive removal/inspections required by paragraph (g), (h), and (i) of this AD, as applicable.

Actions Accomplished Previously

(k) Inspections and corrective actions done before the effective date of this AD in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0167, Revision 1, dated June 6, 2002, are acceptable for compliance with the corresponding actions required by this AD.

No Reporting Requirement

(l) Although Boeing Alert Service Bulletin 767-27A0167, Revision 2, dated October 7, 2004, specifies to submit certain information to the manufacturer, this AD does not require that action.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously according to AD 2002-01-15 are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(n) You must use Boeing Alert Service Bulletin 767-27A0167, dated December 7, 2000; or Boeing Alert Service Bulletin 767-27A0167, Revision 2, dated October 7, 2004; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. If you accomplish the optional terminating action, you must use Boeing Service Bulletin 767-27-0196, dated April 21, 2005.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 767-27A0167, Revision 2, dated October 7, 2004; and Boeing Service Bulletin 767-27-0196, dated April 21, 2005; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On February 14, 2002 (67 FR 4328, January 30, 2002), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 767-27A0167, dated December 7, 2000.

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 4, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-4423 Filed 5-12-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-11

EMBRAER
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-09 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-14593. Docket No. FAA-2006-24120; Directorate Identifier 2006-NM-021-AD.

Effective Date

(a) This AD becomes effective June 20, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all EMBRAER Model EMB-120, -120ER, -120FC, -120QC, and -120RT airplanes in operation, certificated in any category.

Unsafe Condition

(d) This AD results from a fuel system review conducted by the manufacturer. We are issuing this AD to prevent a potential source of ignition near a fuel tank, which, in combination with flammable fuel vapors, could result in a fuel tank explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Rerouting Harnesses and Replacing Harness Conduits

(f) Within 5,000 flight hours after the effective date of this AD, perform the actions specified in paragraph (f)(1) or (f)(2) of this AD, as applicable, in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 120-28-0014, Revision 01, dated November 4, 2004.

(1) For Group I airplanes as identified in paragraph 1.1.1(a) or for Group II airplanes as identified in paragraph 1.1.1(b) of the service bulletin, as applicable: Modify the supports and wiring of the refueling vent and pilot valves wiring harnesses; reroute the harnesses to prevent interference with adjacent strobe light connectors; and replace the protective tubes and conduits of the harnesses with non-conductive hoses; in accordance with Part I of the Accomplishment Instructions of the service bulletin.

(2) For all remaining airplanes as identified in paragraph 1.1.2 of the service bulletin: Replace the protective tubes of the wiring harnesses of the refueling vent and pilot valves with non-conductive hoses; in accordance with Part II of the Accomplishment Instructions of the service bulletin.

Credit for Prior Revision of Service Information

(g) Actions accomplished before the effective date of this AD in accordance with EMBRAER Service Bulletin 120-28-0014, dated April 19, 2004, are considered acceptable for compliance with the corresponding requirements of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) Brazilian airworthiness directive 2005-12-04, effective January 19, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use EMBRAER Service Bulletin 120-28-0014, Revision 01, dated November 4, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. EMBRAER Service Bulletin 120-28-0014, Revision 01, dated November 4, 2004, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1–4	01	Nov. 4, 2004.
5–71	Original	April 19, 2004.

Contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 8, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4502 Filed 5-15-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-10 Bombardier, Inc.: Amendment 39-14594. Docket No. FAA-2006-24118; Directorate Identifier 2006-NM-034-AD.

Effective Date

(a) This AD becomes effective June 20, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model BD-100-1A10 airplanes, serial numbers 20006 through 20046 inclusive, 20048, 20051, and 20052; certificated in any category.

Unsafe Condition

(d) This AD results from an in-service incident involving smoke and odor in the cockpit. We are issuing this AD to prevent loose electrical connections that could arc and overheat, and cause wiring damage of the windshield and side window anti-ice systems. Such wiring damage could result in smoke and/or fire in the flight compartment.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection, Repair, and Re-Torque

(f) Within 90 days after the effective date of this AD, do the actions specified in paragraphs (f)(1) and (f)(2) of this AD in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A100-30-03, Revision 01, dated December 21, 2005.

(1) Do a detailed inspection for signs of arcing or heat damage of the electrical connections of the terminal blocks, ground studs, and the end of the wires and surrounding insulation for the windshield and side window anti-ice systems. If any sign of arcing or heat damage is detected, before further flight, repair the arced or damaged electrical connection.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(2) Re-torque the electrical connections of the terminal blocks and ground studs for the windshield and side window anti-ice systems.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in
accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(h) Canadian airworthiness directive CF-2006-01, dated January 20, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Bombardier Alert Service Bulletin A100-30-03, Revision 01, dated December 21, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 8, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4501 Filed 5-15-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-11 Airbus: Amendment 39-14595. FAA-2006-24104; Directorate Identifier 2005-NM-231-AD.

Effective Date

(a) This AD becomes effective June 20, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes, certificated in any category; except for airplanes on which Airbus Modification 12247 has been embodied in production.

Unsafe Condition

(d) This AD results from reports of longitudinal cracks due to stress corrosion in the transmission shafts between the power control unit (PCU) and the torque limiters of the flap transmission system. We are issuing this AD to detect and correct cracking of the flap transmission shaft, which could compromise shaft structural integrity and lead to a disabled flap transmission shaft and reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection and Corrective Action

(f) At the earlier of the compliance times specified in paragraph (f)(1) or (f)(2) of this AD: Perform a detailed inspection for stress corrosion cracking of the flight transmission shafts located between the PCU and the torque limiters in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-27-2092, Revision 02, dated April 11, 2005. Thereafter, repeat the inspections as required by paragraph (g) of this AD. Before further flight, replace any cracked transmission shaft discovered during any inspection required by this AD with a new or reconditioned

shaft, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-27-2095, dated March 29, 2000.

(1) Within 2,000 flight hours after the last flap asymmetry protection test performed in accordance with Airbus A310 Maintenance Planning Document (MPD) Task 275600-01-1.

(2) Within 8,000 flight cycles after the last flap asymmetry protection test performed in accordance with Airbus A310 MPD Task 275600-02-1 or 800 flight cycles after the effective date of this AD, whichever comes later.

Note 1: Airbus Service Bulletin A310-27-2092, Revision 02, dated April 11, 2005, refers to Lucas Liebherr Service Bulletin 551A-27-624, Revision 1, dated August 18, 2000, as an additional source of service information for accomplishing the inspections.

Note 2: Airbus Service Bulletin A310-27-2092, Revision 02, refers to Airbus Service Bulletin A310-27-2095, dated March 29, 2000, as a source of service information for replacing the flap transmission shafts.

Note 3: Airbus Service Bulletin A310-27-2095 refers to Lucas Liebherr Service Bulletin 551A-27-M551-05, dated January 12, 2000, as an additional source of service information for replacing the flap transmission shafts.

Repetitive Inspections

(g) Repeat the inspection required by paragraph (f) of this AD at the applicable times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(1) Before further flight after any occurrence of jamming of the flap transmission system.

(2) At intervals not to exceed 2,000 flight hours after each flap asymmetry protection test performed in accordance with Airbus A310 MPD Task 275600-01-1.

(3) At intervals not to exceed 8,000 flight cycles after each flap asymmetry protection test performed in accordance with Airbus A310 MPD Task 275600-02-1.

Optional Terminating Action

(h) Replacing any flap transmission shaft with a new or reconditioned transmission shaft in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-27-2095, dated March 29, 2000, ends the inspections required for that transmission shaft only.

Actions Performed Using Previously Issued Service Information

(i) Actions performed in accordance with Airbus Service Bulletin A310-27-2092, dated April 9, 1999; or Revision 01, dated December 11, 2001, are considered acceptable for compliance with the corresponding requirements of this AD.

No Reporting

(j) Although Airbus Service Bulletin A310-27-2092, Revision 02, dated April 11, 2005, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(l) French airworthiness directive F-2005-174, dated October 26, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use Airbus Service Bulletin A310-27-2092, Revision 02, dated April 11, 2005; and Airbus Service Bulletin A310-27-2095, dated March 29, 2000; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for copies of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 8, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4503 Filed 5-15-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-12 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14596. Docket No. FAA-2005-23215; Directorate Identifier 2005-NM-212-AD.

Effective Date

(a) This AD becomes effective June 21, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from reported incidents of flight control surface restrictions due to the deterioration of flight control surface bearings. We are issuing this AD to prevent corrosion of flight control surface bearings and freezing of moisture inside the bearings, due to loss of lubrication in the bearings, which could lead to flight control restrictions and result in reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive Replacement

(f) Before the accumulation of 96 months on a bearing since new, or within 16 months after the effective date of this AD, whichever is later: Replace the elevator servo tab hinge bearings, the elevator servo tab mechanism bearings, elevator trim tab hinge bearings, and elevator trim tab drive rod bearings with new bearings, in accordance with Part 1 of the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.27-177, Revision 1, dated October 5, 2005. Repeat the replacements thereafter at intervals not to exceed 96 months.

Credit for Previous Service Bulletin

(g) Actions done before the effective date of this AD in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.27-177, dated June 3, 2004, are acceptable for compliance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) British airworthiness directive G-2005-0014, dated May 31, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.27-177, Revision 1, dated October 5, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 8, 2006.
Ali Bahrami,
Manager, , Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4543 Filed 5-16-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-13 Airbus: Amendment 39-14597. Docket No. FAA-2004-19982; Directorate Identifier 2004-NM-142-AD.

Effective Date

(a) This AD becomes effective June 20, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Airbus Model A330-223, -321, -322, and -323 airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from reports of cracking of the firewall of the lower aft pylon fairing (LAPF). We are issuing this AD to detect and correct this cracking, which could reduce the effectiveness of the firewall and result in an uncontrolled engine fire.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive Inspections

(f) Prior to the accumulation of 3,000 total flight hours on the LAPF, or within 500 flight hours after the effective date of this AD, whichever is later: Perform a detailed inspection for cracking of the LAPF firewall, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-54-3021, Revision 01, including Appendix 01, dated June 16, 2004. If no cracking is found, repeat the inspection thereafter at intervals not to exceed 1,000 flight hours, until paragraph (i) of this AD is accomplished.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Note 2: Airbus Service Bulletin A330-54-3021, Revision 01, including Appendix 01, dated June 16, 2004, refers to Pratt & Whitney Alert Service Bulletin PW4G-100-A54-5, currently at Revision 1, dated June 30, 2004, as an additional source of service information for doing the inspection and corrective actions.

Corrective Actions and Repetitive Inspections (Cracking Found)

(g) If any crack is found during any inspection required by paragraph (f) of this AD, do paragraph (g)(1) or (g)(2) of this AD.

(1) If the crack is less than or equal to 1.2 inches long, or if multiple cracks are found with a combined total length less than or equal to 1.2 inches: Before further flight, stop-drill the crack or cracks and apply sealants, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-54-3021, Revision 01, including Appendix 01, dated June 16, 2004, or do paragraph (h) of this AD. If the crack is stop-drilled and sealants applied, then repeat the inspection required by paragraph (f) of this AD at intervals not to exceed 500 flight hours, and do paragraph (g)(1)(i) or (g)(1)(ii) of this AD, as applicable.

(i) During the repeat inspections required by paragraph (g)(1) of this AD, if the existing crack does not extend to be longer than 1.2 inches, and the combined total length of all cracks is less than or equal to 1.2 inches: Within 4,600 flight hours after the crack is initially found, do paragraph (h) of this AD.

(ii) During any repeat inspection required by paragraph (g)(1) of this AD, if any crack that was previously less than or equal to 1.2 inches long is found to have extended to be greater than 1.2 inches long but less than or equal to 1.5 inches long; or if the total length of all cracks is greater than 1.2 inches but less than or equal to 1.5 inches long: Within 500 flight hours, do paragraph (h) of this AD.

(iii) During any repeat inspection required by paragraph (g)(1) of this AD, if any crack that was previously less than or equal to 1.5 inches long is found to have extended to be greater than 1.5 inches long; or if the total length of all cracks is greater than 1.5 inches: Before further flight, do paragraph (h) of this AD.

(2) If the crack is less than or equal to 1.5 inches long, or if multiple cracks are found with a combined total length less than or equal to 1.5 inches: Before further flight, stop-drill the crack or cracks and apply sealants, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-54-3021, Revision 01, including Appendix 01, dated June 16, 2004. Then, within 500 flight hours after the stop-drilling and sealing of the crack or cracks, do paragraph (h) of this AD.

(3) If any crack is greater than 1.5 inches long, or if multiple cracks are found with a combined total length greater than 1.5 inches: Before further flight, do paragraph (h) of this AD.

Note 3: This AD does not allow continued flight with a known crack that is greater than 1.5 inches long or with multiple cracks having a combined total length greater than 1.5 inches.

Repair or Replacement of Firewall

(h) If any crack is found: At the applicable time specified in paragraph (g) of this AD, do paragraph (h)(1) or (h)(2) of this AD.

(1) Repair the LAPF firewall or replace the LAPF firewall with a new firewall, as applicable, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-54-3021, Revision 01, including Appendix 01, dated June 16, 2004. Then, within 3,000 flight hours after repair or replacement of the LAPF firewall, inspect the firewall in accordance with paragraph (f) of this AD.

(2) Do paragraph (i) of this AD.

Optional Terminating Action

(i) Replacing the LAPF assembly with an improved LAPF assembly, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-54-3022, dated May 25, 2005, terminates the repetitive inspections required by this AD.

Note 4: Airbus Service Bulletin A330-54-3022 refers to Pratt & Whitney Service Bulletin PW4G-100-54-7, dated July 1, 2005, as an additional source of service information for modifying the LAPF assemblies.

Reporting Requirement

(j) If any crack is found during any inspection required by this AD: Submit a report of the findings to Airbus, Department AI/SE-E5, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Submit the report at the applicable time specified in paragraph (j)(1) or (j)(2) of this AD. The report must include the inspection results, a description of any discrepancies found, the airplane serial number, and the number of landings and flight hours on the airplane. Submitting Appendix 01 of Airbus Service Bulletin A330-54-3021, Revision 01, dated June 16, 2004, is an acceptable means of accomplishing this requirement. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

Actions Accomplished Previously

(k) Inspections and corrective actions done before the effective date of this AD in accordance with Airbus Service Bulletin A330-54-3021, including Appendix 01, dated February 4, 2004, are acceptable for compliance with the corresponding requirements of paragraphs (f), (g), (h), and (j) of this AD.

Alternative Methods of Compliance (AMOCs)

(1)(l) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(m) French airworthiness directive F-2004-028 R2, dated October 26, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(n) You must use Airbus Service Bulletin A330-54-3021, Revision 01, including Appendix 01, dated June 16, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. If you do the optional terminating action, you must use Airbus Service Bulletin A330-54-3022, dated May 25, 2005, to perform that action. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 8, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BILLING CODE 4910-13-P

BW 2006-11

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-14 McDonnell Douglas: Amendment 39-14598. Docket No. FAA-2005-22254; Directorate Identifier 2005-NM-001-AD.

Effective Date

(a) This AD becomes effective June 21, 2006.

Affected ADs

(b) Accomplishing paragraph (g) or (h), as applicable, of this AD terminates certain requirements of AD 96-10-11, amendment 39-9618, as specified in McDonnell Douglas DC-9 Service Bulletin 52-89, Revision 5, dated February 26, 1991.

Applicability

(c) This AD applies to the airplanes specified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) All McDonnell Douglas Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51 airplanes; Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87) airplanes; Model MD-88 airplanes; and Model MD-90-30 airplanes; and

(2) Model 717-200 airplanes, as identified in Boeing Service Bulletin 717-52-0007, Revision 1, dated March 2, 2006.

Unsafe Condition

(d) This AD was prompted by a report of cracks found in the area of the upper and lower stop pad support fittings of the cargo door pan on numerous airplanes. We are issuing this AD to prevent cracks in the cargo door pan, which could result in the inability to fully pressurize an airplane, possible pressure loss, or possible rapid decompression of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin References

(f) The term "service bulletin," as used in this AD, means the following service bulletins, as applicable:

(1) For Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51 airplanes; Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87) airplanes; and Model MD-88 airplanes: Boeing Service Bulletin DC9-52-189, Revision 2, dated December 20, 2005;

(2) For Model MD-90-30 airplanes: Boeing Service Bulletin MD90-52-014, Revision 1, dated March 22, 2006; and

(3) For Model 717-200 airplanes: Boeing Service Bulletin 717-52-0007, Revision 1, dated March 2, 2006.

Determine Part Numbers (P/Ns) and Inspect if Necessary

(g) For the airplanes identified in Table 1 of this AD: At the compliance time specified in Table 1 of this AD, inspect to determine the part number of the upper and lower stop pad support fittings of the lower cargo doors, in accordance with the Accomplishment Instructions of the service bulletin, as applicable. If new configuration or new upper and lower stop pad support fittings, as identified in the applicable service bulletin, are found installed on all lower cargo doors, then no further action is required by this paragraph. If any early configuration stop pad support fitting is found installed on any lower cargo door, at the applicable compliance time specified in Table 1 of this AD, do the inspection specified in either paragraph (g)(1) or (g)(2) of this AD, in accordance with the Accomplishment Instructions of the service bulletin, until the replacement specified in paragraph (k) of this AD is accomplished.

(1) Do a general visual inspection for cracks in any lower cargo door having an early configuration stop pad support fitting. Repeat the general visual inspection thereafter at intervals not to exceed 1,700 flight cycles.

(2) Do an eddy current inspection for cracks in any lower cargo door having an early configuration stop pad support fitting. Repeat the eddy current inspection thereafter at intervals not to exceed 3,900 flight cycles.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

TABLE 1.—COMPLIANCE TIMES FOR CERTAIN AIRPLANES

Applicable airplanes	Inspection to determine P/N	Initial inspection of early configuration stop pad support fitting, if applicable
Airplanes identified as Group 2, 3, and 4 in paragraph 1.A. of Boeing Service Bulletin DC9–52–189, Revision 2, dated December 20, 2005.	Within 18 months after the effective date of this AD.	Before further flight.

Applicable airplanes	Inspection to determine P/N	Initial inspection of early configuration stop pad support fitting, if applicable
Model MD–90–30 airplanes and Model 717–200 airplanes.	Before the accumulation of 25,000 total flight cycles, or within 3,900 flight cycles after the effective date of this AD, whichever is later.	Within 300 flight hours.

Repetitive Inspections for Certain Airplanes

(h) For the airplanes identified as Group 1 in paragraph 1.A. of Boeing Service Bulletin DC9-52-189, Revision 2, dated December 20, 2005: At the applicable compliance time specified in Table 2 of this AD, do the inspection specified in either paragraph (g)(1) or (g)(2) of this AD, in accordance with the Accomplishment Instructions of the applicable service bulletin. Repeat the inspection thereafter at the interval specified in paragraph (g)(1) or (g)(2), as applicable, until the replacement specified in paragraph (k) of this AD is accomplished. Inspections also may be done in accordance with the Accomplishment Instructions of McDonnell Douglas DC-9 Service Bulletin 52-89, Revision 5, dated February 26, 1991; or Revision 6, dated January 11, 1993.

TABLE 2.—COMPLIANCE TIMES FOR INITIAL INSPECTION OF CERTAIN OTHER AIRPLANES

For airplanes that have—	Compliance time
Been inspected before the effective date of this AD in accordance with paragraph (b) of AD 96–10–11 as specified in Phase I of the Accomplishment Instructions of McDonnell Douglas DC–9 Service Bulletin 52–89, Revision 5, dated February 26, 1991; or Revision 6, dated January 11, 1993.	Within 1,700 flight cycles after the last general visual inspection, or within 3,900 flight cycles after the last eddy current inspection, as applicable.
Not been inspected before the effective date of this AD in accordance with paragraph (b) of AD 96–10–11 as specified in Phase I of the Accomplishment Instructions of McDonnell Douglas DC–9 Service Bulletin 52–89, Revision 5, dated February 26, 1991; or Revision 6, dated January 11, 1993.	Within 18 months after the effective date of this AD.

Corrective Actions for Certain Airplanes

(i) For Model MD-90-30 airplanes and Model 717-200 airplanes: If any crack is found in the door jamb or jamb structure of a lower cargo door during any inspection required by paragraph (g)(1) or (g)(2) of this AD, and the service bulletin specifies contacting Boeing for appropriate action, before further flight, repair the crack using a method in accordance with the procedures specified in paragraph (o) of this AD.

Corrective Actions for Certain Other Airplanes

(j) For Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51 airplanes; Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes; and Model MD-88 airplanes: If any crack is found during any

inspection required by paragraph (g)(1), (g)(2), or (h) of this AD, do the corrective action at the applicable compliance time specified in paragraph 1.E. of the service bulletin, in accordance with the Accomplishment Instructions of the service bulletin, as applicable.

Optional Replacement of Stop Pad Support Fittings

(k) For all airplanes: Replacement of all early configuration stop pad support fittings installed on a lower cargo door with new configuration or new stop pad support fittings, as identified in the applicable service bulletin; and reidentification of the applicable lower cargo door; in accordance with the Accomplishment Instructions of the applicable service bulletin; terminates the repetitive inspections required by paragraphs (g)(1), (g)(2), and (h) of this AD, as applicable, for that lower cargo door only.

Parts Installation

(l) For all airplanes: As of the effective date of this AD, no person may install an early configuration stop pad support fitting having P/N 3925046-1, -501, -505, -507, or -509, or P/N 3926046-1 or -501, on any airplane.

Credit for Previous Service Bulletin

(m) Actions done before the effective date of this AD in accordance with the applicable service bulletin specified in paragraph (m)(1), (m)(2), or (m)(3) of this AD, are acceptable for compliance with the corresponding requirements of this AD.

(1) Boeing Service Bulletin DC9-52-189, dated August 10, 2001; or Revision 01, dated March 20, 2003.

(2) Boeing Service Bulletin MD90-52-014, dated December 14, 2004.

(3) Boeing Service Bulletin 717-52-0007, dated December 14, 2004, except where the service bulletin refers to Chapter 52-31-00 of the Boeing 717 Aircraft Maintenance Manual for instructions on adjusting the forward and aft lower cargo doors, instead refer to Chapter 52-31-01 for those instructions.

Terminating Action for Certain Requirements of AD 96-10-11

(n) For Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51 airplanes: Accomplishing the replacement specified in paragraph (k) of this AD for the forward and aft lower cargo doors terminates the repetitive inspections of the forward and aft lower cargo doors for cracks required by paragraph (b) of AD 96-10-11 as specified in McDonnell Douglas DC-9 Service Bulletin 52-89, Revision 5, dated February 26, 1991.

Alternative Methods of Compliance (AMOCs)

(o)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD. For McDonnell Douglas Model DC-9-10, DC-9-20, DC-9-30, DC-9-40, and DC-9-50 series airplanes; Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes; and Model MD-88 airplanes: The repair also must meet 14 CFR 25.571, Amendment 45.

Material Incorporated by Reference

(p) You must use the service information specified in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 3.—MATERIAL INCORPORATED BY REFERENCE

Service bulletin	Revision level	Date
Boeing Service Bulletin Revision 717–52–0007	Revision 1	March 2, 2006.
Boeing Service Bulletin DC9–52–189	Revision 2	December 20, 2005.
Boeing Service Bulletin MD90–52–014	Revision 1	March 22, 2006.

Issued in Renton, Washington, on May 8, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4546 Filed 5-16-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

LEARJET
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-15 Learjet: Amendment 39-14599. Docket No. FAA-2006-24792; Directorate Identifier 2006-NM-102-AD.

Effective Date

(a) This AD becomes effective May 31, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Learjet Model 45 airplanes, serial numbers 45-005 through 45-295 inclusive, and 45-2001 through 45-2044 inclusive; certificated in any category.

Unsafe Condition

(d) This AD results from reports of tape found in the wing fuel tanks. We are issuing this AD to prevent blocked fuel passages and fuel pump screens and the inability of the flightcrew to transfer fuel from one wing tank to the other tank due to tape in the wing fuel tanks, which could result in a fuel imbalance and consequent failure of an engine; and to prevent contaminated fuel pump screens, engine fuel controls, and fuel nozzles due to tape adhesive dissolving in the fuel, which could result in potential erroneous readings of the fuel quantity indication system.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Review of Airplane Maintenance Records

(f) Within 50 flight hours or 30 days after the effective date of this AD, whichever occurs first, review the airplane maintenance records to determine whether inspections identified by the inspection reference numbers (IRNs) in paragraphs (f)(1) and (f)(2) of this AD have been done.

(1) IRN O2810001, Inspection/Service Requirement, "Wing Tanks " Perform Visual Inspection. Inspect for corrosion. (Refer to 5-10-00.)," of Bombardier Learjet 45 M45 Maintenance Manual.

(2) IRN O2820000, Inspection/Service Requirement, "Low Pressure Fuel Filter " Remove and inspect for contamination. Clean if necessary. (Refer to 28-20-15.)," of Bombardier Learjet 45 M45 Maintenance Manual.

General Visual Inspections and Cleaning

(g) During the records review required by paragraph (f) of this AD, if it cannot be positively determined whether both IRNs have been done: Except as provided by paragraph (h) of this AD, within 50 flight hours or 30 days after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD in accordance with a method approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA. Chapters 5-10-00 and 28-20-15, as applicable, of the Bombardier Learjet 45 M45 Maintenance Manual are approved methods.

(1) Do a general visual inspection of the inside of the wet wing fuel areas and the fuel pump screens for tape or adhesive tape residue.

(2) Clean the low pressure fuel filter, determining whether tape or adhesive tape residue is present, and do a general visual inspection of the filter for damage before installation.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or
opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(h) As of the effective date of this AD: If a crew alert system message of "L FUEL FILTER, R FUEL FILTER, LR FUEL FILTER, L FUEL PRESS LOW, R FUEL PRESS LOW, or LR FUEL PRESS LOW" occurs during flight or on the ground, do the actions required by paragraph (g) of this AD before further flight, unless those actions have already been done.

Corrective Actions

(i) If any tape or adhesive tape residue is found during the general visual inspection required by paragraph (g)(1) or during the cleaning required by paragraph (g)(2) of this AD, before further flight, do the actions specified in paragraphs (i)(1) and (i)(2) of this AD.

(1) Clean the wing fuel tank in accordance with a method approved by the Manager, Wichita ACO. Chapter 20-71-00 of the Bombardier Learjet 45 M45 Maintenance Manual is one approved method.

(2) Service the affected engine fuel filter and return any engine fuel control subjected to contaminated fuel for servicing to Honeywell Engines. Coordinate the return of the engine fuel control with Honeywell Engines, Systems & Services, Customer Support Center, M/S 26-06/2102-323, P.O. Box 29003, Phoenix, Arizona 85038-9003; telephone (800) 601-3099 or (602) 365-3099; fax (602) 365-3343.

(j) If any damage is found during the general visual inspection required by paragraph (g)(2) of this AD, before further flight, do the applicable action specified in paragraph (j)(1) or (j)(2) of this AD in accordance with a method approved by the Manager, Wichita ACO. Chapter 28-20-15 of the Bombardier Learjet 45 M45 Maintenance Manual is one approved method.

(1) For damage that is repairable: Repair damaged filter.

(2) For damage beyond repair: Replace the damaged filter with a new filter.

Reporting Requirement

(k) Within 10 days after accomplishing the review required by paragraph (f) of this AD or the general visual inspection required by paragraph (g) of this AD if done, whichever occurs later, submit a report of the applicable review and inspection results to: James Galstad, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; e-mail james.galstad@faa.gov; telephone (316) 946-4135; fax (316) 946-4107.
Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056. The report must include the following, as applicable:

(1) The airplane serial number;

(2) The number of flight hours on the airplane;

(3) The applicable review and inspection results (both positive and negative findings), including a description, pictures, and pertinent information for any tape or adhesive tape residue found in the wing tank(s); and

(4) Date of inspection of the wing tank(s).

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Wichita ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(m) None.

Issued in Renton, Washington, on May 9, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4542 Filed 5-15-06; 8:45 am]
BILLING CODE 4910-13-P

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-16 Boeing: Amendment 39-14600. Docket No. FAA-2005-22510; Directorate Identifier 2004-NM-32-AD.

Effective Date

(a) This AD becomes effective June 21, 2006.

Affected ADs

(b) This AD supersedes AD 2002-06-02 and AD 2003-13-09.

Applicability

(c) This AD applies to all Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes; certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports of cracking in the outboard and center section of the aft upper skin of the horizontal stabilizer, the rear spar chord, rear spar web, terminal fittings, and splice plates; and a report of fractured and cracked steel fasteners. We are issuing this AD to detect and correct this cracking, which could lead to reduced structural capability of the outboard and center sections of the horizontal stabilizer and could result in loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Certain Requirements of AD 2002-06-02: To Be Done in Accordance With New Revision of the Service Bulletin

Repetitive Inspections for Zone A

(f) Before the accumulation of 24,000 total flight cycles, or within 90 days after April 3, 2002 (the effective date of AD 2002-06-02), whichever occurs later: Except as provided by paragraph (l) of this AD, "Optional High Frequency Eddy Current (HFEC) Inspections for Zone A," do a detailed inspection for cracking of the upper skin of the horizontal stabilizer center section and the rear spar upper chord, in accordance with the Work Instructions and Figure 1 of Boeing Alert Service Bulletin 747-55A2050, dated February 28, 2002; or in accordance with Part 1 of the Work Instructions of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003. (The inspection procedures include a detailed inspection for cracking of the upper horizontal skin and of the vertical

and horizontal flanges of the rear spar upper chord.) As of the effective date of this AD, do the detailed inspection in accordance with Part 1 of the Work Instructions of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003. Repeat the detailed inspection thereafter at the times specified in paragraphs (f)(1) and (f)(2) of this AD, as applicable.

Note 1: For the purposes of this AD, a detailed inspection is "an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids, such as mirrors, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(1) For airplanes on which the detailed inspection required by paragraph (a) of AD 2002-06-02 has been done before the effective date of this AD: Within 1,000 flight cycles after the last detailed inspection, do the detailed inspection specified in paragraph (f) of this AD and repeat the detailed inspection specified in paragraph (f) of this AD thereafter at intervals not to exceed 1,000 flight cycles or 5,600 flight hours, whichever comes first.

(2) For airplanes on which the detailed inspection required by paragraph (a) of AD 2002-06-02 has not been done before the effective date of this AD: After accomplishing the initial inspection, repeat the detailed inspection specified in paragraph (f) of this AD thereafter at intervals not to exceed 1,000 flight cycles or 5,600 flight hours, whichever comes first.

Requirements of AD 2003-13-09, With New Compliance Times Required by This AD

Repetitive Inspections for Zone B: Groups 1 Through 3

(g) For Groups 1, 2, and 3 airplanes identified in paragraph 1.A. Effectivity of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003: At the time specified in paragraph (h) of this AD, do the Zone B inspections, as required by either paragraph (g)(1) or (g)(2) of this AD, in accordance with Part 3 of the Work Instructions of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003, except as provided by paragraph (n) of this AD. Repeat the applicable inspection at the applicable time specified in Sheet 2 of Figure 1 of the service bulletin.

(1) Do nondestructive test (NDT) inspections for cracking of the upper skin of the outboard and center sections of the horizontal stabilizer and the rear spar structure, hinge fittings, terminal fittings, and splice plates, in accordance with Part 3 of the Work Instructions of the service bulletin. The inspections include an ultrasonic inspection of the outboard and center sections, rear spar upper chords under the hinge fitting halves, upper skins under the splice plates, and the rear spar webs behind the terminal fittings; a HFEC inspection of the terminal fitting around the fasteners; a low frequency eddy current inspection of the splice plates around the fasteners; a surface HFEC inspection of the rear spar upper chords in the radius area above the terminal fitting and the lower surface of the horizontal flange; and an HFEC inspection of the rear spar webs in the exposed area above the terminal fitting.

(2) In lieu of the inspections specified in paragraph (g)(1) of this AD: Do an alternate open hole HFEC inspection for cracking of the splice plates, terminal fittings, hinge fitting halves, rear spar upper chords, rear spar webs, and upper skins; and replace H-11 bolts with Inconel bolts; in accordance with Part 4 of the Work Instructions of the service bulletin, except as provided by paragraph (n) of this AD.

(h) For Groups 1, 2, and 3 airplanes identified in paragraph 1.A. Effectivity of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003: Do the inspections required by paragraph (g) of this AD at the earlier of the times specified in paragraphs (h)(1) and (h)(2) of this AD.

(1) At the later of the times specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Before the accumulation of 27,000 total flight cycles or 117,000 total flight hours, whichever is first.

(ii) Within 90 days after July 15, 2003 (the effective date of AD 2003-13-09).

(2) At the applicable times specified in paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) For Groups 1 and 3 airplanes identified in paragraph 1.A. Effectivity of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003: At the latest of the times specified in paragraphs (h)(2)(i)(A) and (h)(2)(i)(B) of this AD.

(A) Before the accumulation of 20,000 total flight cycles or 85,000 total flight hours, whichever is first.

(B) Within 12 months after the effective date of this AD.

(ii) For Group 2 airplanes identified in paragraph 1.A. Effectivity of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003: At the latest of the times specified in paragraphs (h)(2)(ii)(A) and (h)(2)(ii)(B) of this AD.

(A) Before the accumulation of 22,000 total flight cycles or 95,000 total flight hours, whichever is first.

(B) Within 12 months after the effective date of this AD.

Additional Requirements of This AD

Repetitive Inspections for Zone B: Groups 4 Through 6

(i) For Groups 4, 5, and 6 airplanes identified in paragraph 1.A. Effectivity of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003: At the later of the times specified in paragraphs (i)(1) and (i)(2) of this AD, do the Zone B inspections as specified in paragraph (g)(2) of this AD. Repeat the applicable inspection at the applicable time specified in Sheet 3 of Figure 1 of the service bulletin.

(1) Before the accumulation of 20,000 total flight cycles or 85,000 total flight hours, whichever is first.

(2) Within 12 months after the effective date of this AD.

Repetitive Inspections for Zone C: Groups 1 Through 3

(j) For Groups 1, 2, and 3 airplanes identified in paragraph 1.A. Effectivity of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003: Within 18 months after the effective date of this AD, do a detailed inspection to determine if fasteners common to the horizontal stabilizer outboard and center section upper chords at the hinge fitting halves and the splice plates are magnetic, related investigative actions (includes ultrasonic, magnetic particle, or fluorescent particle inspections for any cracked or fractured Maraging or H-11 steel fastener), and corrective actions by accomplishing all the actions specified in Part 5 of the Work Instructions of the service bulletin, except as provided by paragraph (n) of this AD.

(k) If, during the actions required by paragraph (j) of this AD, any fastener is found to be magnetic and is not cracked or fractured, repeat the related investigative actions and corrective actions specified in paragraph (j) of this AD at the time specified in Sheet 4 of Figure 1 of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003.

Optional High Frequency Eddy Current (HFEC) Inspections for Zone A

(l) In lieu of the detailed inspection specified in paragraph (f) of this AD: Do an HFEC inspection for cracking of the upper skin of the horizontal stabilizer center section and the rear spar upper chord, in accordance with Part 2 of the Work Instructions of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003. Repeat the HFEC inspection thereafter at intervals not to exceed 2,700 flight cycles or 15,000 flight hours, whichever comes first.

Repair

(m) If any discrepancy (cracking or damage) is found during any inspection or related investigative action required by paragraphs (f), (g), (i), or (l) of this AD: Before further flight, repair in accordance with the Work Instructions of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003, except as provided by paragraph (n) of this AD. Where the service bulletin specifies to contact the manufacturer for appropriate action: Before further flight, repair according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or according to data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Parts Installation

(n) As of the effective date of this AD, no person may install any Maraging or H-11 steel fasteners in the locations specified in this AD. Where Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003, specifies to install H-11 bolts (kept fasteners), this AD requires installation of Inconel bolts.

Alternative Methods of Compliance (AMOCs)

(o)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs, approved previously per AD 2002-06-02 or AD 2003-13-09, are approved as AMOCs for the corresponding provisions of this AD, for the repaired area only.

Material Incorporated by Reference

(p) You must use Boeing Alert Service Bulletin 747-55A2050, dated February 28, 2002; or Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) On July 15, 2003 (68 FR 38583, June 30, 2003), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-55A2050, Revision 1, dated May 1, 2003.

(2) On April 3, 2002 (67 FR 12464, March 19, 2002), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-55A2050, dated February 28, 2002.

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 8, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4541 Filed 5-16-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-10-17 Boeing: Amendment 39-14601. Docket No. FAA-2005-21028; Directorate Identifier 2004-NM-238-AD.

Effective Date

(a) This AD becomes effective June 22, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 737-24A1141, Revision 2, dated December 1, 2005.

Unsafe Condition

(d) This AD results from an electrical burning smell in the flight compartment. We are issuing this AD to prevent wire bundles from contacting the overhead dripshield panel and modules in the P5 overhead panel, which could result in electrical arcing and shorting of the electrical connector and consequent loss of several critical systems essential for safe flight.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection/Replacements/Wiring Changes/Corrective Actions

(f) Within 36 months after the effective date of this AD, do the actions in paragraphs (f)(1) through (f)(5) of this AD by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 737-24A1141, Revision 2, dated December 1, 2005. Any applicable corrective actions must be done before further flight.

(1) Replace the five brackets that hold the P5 panel to the airplane structure with new brackets;

(2) Do a general visual inspection for wire length and damage of the connectors and the wire bundles, and applicable corrective actions;

(3) Make wiring changes;

(4) Replace the standby compass bracket assembly with a new assembly; and
(5) Replace the stud assemblies with new assemblies.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(g) Actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 737-24A1141, Revision 1, dated December 23, 2004, are acceptable for compliance with the requirements of paragraph (f) of this AD.

Concurrent Requirements

(h) Before or concurrently with the requirements of paragraph (f) of this AD, do the applicable action specified in Table 1 of this AD.

TABLE 1.—CONCURRENT REQUIREMENTS

For airplanes identified in Boeing Component Service Bulletin—	Action
(1) 233A3205–24–01, dated July 26, 2001	Modify the generator drive and standby power module assembly in accordance with the Accomplishment Instructions of the service bulletin.
(2) 69–37319–21–02, Revision 1, August 30, 2001.	Modify the air conditioning module assembly in accordance with the Accomplishment Instructions of the service bulletin.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.
(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(j) You must use the applicable service information identified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 2.—MATERIAL INCORPORATED BY REFERENCE

Service bulletin	Revision level	Date
(1) Boeing Component Service Bulletin 233A3205–24–01	Original Issue	July 26, 2001.
(2) Boeing Component Service Bulletin 69–37319–21–02	1	August 30, 2001.
(3) Boeing Service Bulletin 737–24A1141	2	December 1, 2005.

Issued in Renton, Washington, on May 8, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-4595 Filed 5-17-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-11

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-01 Airbus: Amendment 39-14605. Docket No. FAA-2006-23760; Directorate Identifier 2005-NM-211-AD.

Effective Date

(a) This AD becomes effective June 27, 2006.

Affected ADs

(b) This AD supersedes AD 2004-23-08.

Applicability

(c) This AD applies to Airbus Model A300 B4-605R and B4-622R airplanes, and Model A300 F4-605R and F4-622R airplanes; certificated in any category; on which Airbus Modification 4801 has been accomplished; except airplanes on which Airbus Modification 12314 has been installed in production.

Unsafe Condition

(d) This AD results from several reports that the attachment bolts for the canisters, modified by the requirements in the existing AD, are too short and do not fully protrude from the nuts. We are issuing this AD to prevent damage to the fuel pump and fuel pump canister, which could result in loss of flame trap capability and could provide a fuel ignition source in the center fuel tank.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2004-23-08

Inspections

(f) Prior to the accumulation of 5,000 total hours' time-in-service or within 250 hours' time-in-service after February 8, 2000 (the effective date of AD 99-27-07 (superseded by AD 2004-23-08), amendment 39-11488), whichever occurs later, perform a detailed inspection for damage of the center tank fuel pumps and fuel pump canisters, in accordance with Airbus All Operators Telex (AOT) 28-09, dated November 28, 1998. Repeat the inspection prior to the accumulation of 12,000 total hours' time-in-service, or within 250 hours' time-in-service after accomplishment of the initial inspection, whichever occurs later. Thereafter, repeat the inspection at intervals not to exceed 250 hours' time-in-service, until accomplishment of the initial inspection required by paragraph (g) of this AD.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(g) At the applicable time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD: Perform a detailed inspection to detect damage of the center tank fuel pumps and perform an eddy current inspection to detect damage of the fuel pump canisters, in accordance with Airbus Alert Service Bulletin A300-28A6061, dated February 19, 1999; or Airbus Service Bulletin A300-28-6061, Revision 04, dated August 1, 2002. Repeat the inspections thereafter at intervals not to exceed 1,500 flight cycles, until accomplishment of paragraph (i) of this AD. Accomplishment of the inspection required by this paragraph constitutes terminating action for the requirements of paragraph (f) of this AD.

(1) For airplanes that have accumulated 11,000 or more total flight cycles as of February 8, 2000: Inspect within 300 flight cycles after February 8, 2000.

(2) For airplanes that have accumulated 8,500 or more total flight cycles, but fewer than 11,000 total flight cycles, as of February 8, 2000: Inspect within 750 flight cycles after February 8, 2000.

(3) For airplanes that have accumulated fewer than 8,500 total flight cycles as of February 8, 2000: Inspect prior to the accumulation of 7,000 flight cycles, or within 1,500 flight cycles after February 8, 2000, whichever occurs later.

Corrective Action

(h) If any damage is detected during any inspection required by this AD, prior to further flight, replace the damaged fuel pump or fuel pump canister with a new or serviceable part in accordance with Airbus Alert Service Bulletin A300-28A6061, dated February 19, 1999; or Airbus Service Bulletin A300-28-6061, Revision 04, dated August 1, 2002.

Modification

(i) Within 18 months after December 20, 2004 (the effective date of AD 2004-23-08): Modify the canisters of the center tank fuel pumps (including an operational test) by doing all the actions in accordance with paragraphs 3.A., 3.B., 3.C., and 3.D. of the Accomplishment Instructions of Airbus Service Bulletin A300-28-6069, dated September 4, 2001; Revision 01, dated May 28, 2002; or Revision 02, dated October 17, 2003. After the effective date of this AD, Revision 02 of the service bulletin must be used for accomplishing the modification. Accomplishing this modification ends the repetitive inspections required by paragraph (g) of this AD.

New Requirements of This AD

One-Time Inspection/Replacement if Necessary

(j) For airplanes on which Airbus Service Bulletin A300-28-6069, dated September 4, 2001; or Revision 01, dated May 28, 2002, has been accomplished before the effective date of this AD: Within 18 months after the effective date of this AD, perform a one-time detailed inspection of the attachment bolts of the outlet flange of the canisters of the center tank fuel pumps for bolts that are too short and do not protrude through the nut, and replace the bolts as applicable, by doing all the

actions in accordance with paragraphs 3.A., 3.B., 3.C., 3.D., and 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A300-28-6087, dated April 8, 2005. Do any applicable bolt replacement before further flight.

Note 2: Airplanes modified in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-28-6069, Revision 02, dated October 17, 2003, are not subject to the requirements of paragraph (j) of this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously in accordance with AD 2004-23-08 are approved as AMOCs for the corresponding provisions of this AD.

Related Information

(l) French airworthiness directive F-2005-147, dated August 17, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use the service bulletins specified in Table 1 of this AD, as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Airbus Service Bulletin A300-28-6069, dated September 4, 2001; Airbus Service Bulletin A300-28-6069, Revision 02, dated October 17, 2003; and Airbus Service Bulletin A300-28-6087, dated April 8, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On December 20, 2004 (69 FR 65528, November 15, 2004), the Director of the Federal Register approved the incorporation by reference of Airbus Service Bulletin A300-28-6069, Revision 01, dated May 28, 2002; and Airbus Service Bulletin A300-28-6061, Revision 04, dated August 1, 2002.

(3) On February 8, 2000 (65 FR 213, January 4, 2000), the Director of the Federal Register approved the incorporation by reference of Airbus Alert Service Bulletin A300-28A6061, dated February 19, 1999.

(4) On December 28, 1998 (63 FR 70639, December 22, 1998), the Director of the Federal Register approved the incorporation by reference of Airbus All Operators Telex (AOT) 28-09, dated November 28, 1998.

(5) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Airbus service information	Revision level	Date
Airbus Alert Service Bulletin A300–28A6061	Original	February 19, 1999.
Airbus All Operators Telex 28–09	Original	November 28, 1998.
Airbus Service Bulletin A300–28–6061	04	August 1, 2002.
Airbus Service Bulletin A300–28–6069	Original	September 4, 2001.
Airbus Service Bulletin A300–28–6069	01	May 28, 2002.
Airbus Service Bulletin A300–28–6069	02	October 17, 2003.
Airbus Service Bulletin A300–28–6087	Original	April 8, 2005.

Issued in Renton, Washington, on May 11, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-4675 Filed 5-22-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-11

VIKING AIR LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-02 Viking Air Limited (Formerly Bombardier, Inc.): Amendment 39-14606. Docket No. FAA-2005-22146; Directorate Identifier 2002-NM-184-AD.

Effective Date

(a) This AD becomes effective June 27, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Viking Air Limited Model DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a determination that, as airplanes age, they are more likely to exhibit indications of corrosion. We are issuing this AD to prevent structural failure of the airplane due to corrosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Manual References

(f) The term "the Manual," as used in this AD, means the de Havilland Dash 7, Corrosion Prevention and Control Manual, Product Support Manual (PSM) 1-7-5, dated May 13, 1997.

Approval of Information Collection Requirements

(g) Information collection requirements in paragraphs (l) and (m) of this AD are approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and are assigned OMB Control Number 2120-0056.

Initial Inspections

(h) Within 12 months after the effective date of this AD, perform each of the Corrosion Tasks, including re-protection actions, as applicable, specified in Part 3 of the Manual by accomplishing the basic tasks defined in Parts 2 and 3 of the Manual, in accordance with the procedures of the Manual.

Repetitive Inspections

(i) Except as provided by paragraph (j) of this AD, repeat each of the Corrosion Tasks, and re-protection actions, as applicable, specified in Part 3 of the Manual at intervals not to exceed 3 or 6 years, as specified in Part 3 of the Manual.

(j) After accomplishment of each initial Corrosion Task required by paragraph (h) of this AD, the FAA may approve the incorporation into the operator's approved maintenance/inspection program of the Corrosion Prevention and Control Program (CPCP) specified in the Manual and this AD; or an equivalent program that is approved by the FAA. In all cases, the initial Corrosion Task for each airplane area must be completed at the compliance time specified in paragraph (h) of this AD.

(1) Any operator complying with paragraph (j) of this AD may use an alternative recordkeeping method to that otherwise required by section 91.417 ("Maintenance records") or section 121.380 ("Maintenance recording requirements") of the Federal Aviation Regulations (14 CFR 91.417 or 14 CFR 121.380, respectively) for the actions required by this AD, provided that the recordkeeping method is approved by the FAA and is included in a revision to the FAA-approved maintenance/inspection program. For the purposes of this paragraph, the FAA is defined as the cognizant Flight Standards District Office.

(2) After the initial accomplishment of the Corrosion Tasks required by paragraph (h) of this AD, any extension of the repetitive intervals specified in the Manual must be approved by the FAA. For the purposes of this paragraph, the FAA is defined as the Manager, New York Aircraft Certification Office (ACO), FAA.

Corrective Actions

(k) If any corrosion is found during accomplishment of any action required by paragraph (h) or (i) of this AD: Within 30 days after the finding; rework, repair, or replace, as applicable, any subject part, in accordance with Section 4.0 of Part 3 of the Manual.

Reporting Requirements and Repetitive Actions for Remainder of Affected Fleet

(l) If any Level 3 corrosion, as defined in the Introduction of the Manual, is found during accomplishment of any action required by this AD: Do paragraphs (l)(1), (l)(2), and (l)(3) of this AD.

(1) Within 10 days after the finding of Level 3 corrosion, submit a report of the findings to the Manager, New York Aircraft Certification Office (ACO), FAA, 1600 Stewart Avenue, suite 410, Westbury, New York 11590; fax (516) 794-5531. The report must follow the format specified in Section 5.0 of Part 3 of the Manual, or be submitted using a Service Difficulty Report, as applicable.

(2) Within 10 days after the finding of Level 3 corrosion, submit a plan to the FAA to identify a schedule for accomplishing the applicable Corrosion Task on the remainder of the airplanes in the operator's fleet that are subject to this AD, or data substantiating that the Level 3 corrosion that was found is an isolated case. The FAA may impose a schedule other than proposed in the plan upon finding that a change to the schedule is needed to ensure that any other Level 3 corrosion is detected in a timely manner. For the purposes of this paragraph, the FAA is defined as the cognizant Principal Maintenance Inspector (PMI) for operators that are assigned a PMI (e.g., part 121, 125, and 135

operators), and the cognizant Flight Standards District Office for other operators (e.g., part 91 operators).

(3) Within the time schedule approved in accordance with paragraph (l)(2) of this AD, accomplish the applicable Corrosion Task on the remainder of the airplanes in the operator's fleet that are subject to this AD.

(m) If any Level 2 or 3 corrosion, as defined in the Introduction of the Manual, is found during accomplishment of any action required by this AD: At the applicable time specified in Section 5.0 of Part 3 of the Manual, report these findings to the manufacturer according to Section 5.0 of Part 3 of the Manual.

Limiting Future Corrosion Findings

(n) If corrosion findings that exceed Level 1 are found in any area during any repeat of any Corrosion Task after the initial accomplishment required by paragraph (h) of this AD: Within 60 days after such finding, implement a means approved by the FAA to reduce future findings of corrosion in that area to Level 1 or better. For the purposes of this paragraph, the FAA is defined as the cognizant Principal Maintenance Inspector (PMI) for operators that are assigned a PMI (e.g., part 121, 125, and 135 operators), and the cognizant Flight Standards District Office for other operators (e.g., part 91 operators).

Scheduling Corrosion Tasks for Transferred Airplanes

(o) Before any airplane subject to this AD is transferred and placed into service by an operator: Establish a schedule for accomplishing the Corrosion Tasks required by this AD in accordance with paragraph (o)(1) or (o)(2) of this AD, as applicable.

(1) For airplanes on which the Corrosion Tasks required by this AD have been accomplished previously at the schedule established by this AD: Perform the first Corrosion Task in each area in accordance with the previous operator's schedule, or in accordance with the new operator's schedule, whichever results in an earlier accomplishment of that Corrosion Task. After the initial accomplishment of each Corrosion Task in each area as required by this paragraph, repeat each Corrosion Task in accordance with the new operator's schedule.

(2) For airplanes on which the Corrosion Tasks required by this AD have not been accomplished previously, or have not been accomplished at the schedule established by this AD: The new operator must perform the initial accomplishment of each Corrosion Task in each area before further flight or in accordance with a schedule approved by the FAA. For the purposes of this paragraph, the FAA is defined as the cognizant PMI for operators that are assigned a PMI (e.g., part 121, 125, and 135 operators), and the cognizant Flight Standards District Office for other operators (e.g., part 91 operators).

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, New York ACO, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(q) Canadian airworthiness directive CF-98-03, dated February 27, 1998, also addresses the subject of this AD.

Material Incorporated by Reference

(r) You must use de Havilland Dash 7, Corrosion Prevention and Control Manual, Product Support Manual 1-7-5, dated May 13, 1997, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. (Page number 64 containing Figure 21 is actually the 66th page of the document; the page number is incorrect.) Contact Viking Air Limited, 9574 Hampden Road, Sidney, British Columbia V8L 5V5, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 15, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4677 Filed 5-22-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

GULFSTREAM
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-03 Gulfstream Aerospace Corporation: Amendment 39-14607. Docket No. FAA-2005-22034; Directorate Identifier 2004-NM-182-AD.

Effective Date

(a) This AD becomes effective June 29, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Gulfstream Model GV series airplanes, and Model GV-SP series airplanes having serial numbers (S/Ns) 5001 through 5052 inclusive; certificated in any category.

Unsafe Condition

(d) This AD results from reports of broken or cracked damper shafts within the aileron and elevator actuator assemblies. We are issuing this AD to prevent broken damper shafts, which could result in locking of an aileron or elevator actuator (hard-over condition), which would activate the hard-over protection system (HOPS), resulting in increased pilot workload and consequent reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Information References

(f) The term "customer bulletin," as used in this AD, means the Accomplishment Instructions of the applicable Gulfstream customer bulletins specified in Table 1 of this AD. Although the customer bulletins recommend completing and submitting the Service Reply Card or reporting compliance with the customer bulletin, those actions are not required by this AD.

TABLE 1.—APPLICABLE GULFSTREAM CUSTOMER BULLETINS

For—	For model—	Use—	Dated—
(1) Initial/repetitive inspections of and corrective actions for identified subject actuators.	(i) GV–SP series airplanes	Gulfstream G500 Customer Bulletin 4	August 23, 2004.
	(ii) GV–SP series airplanes	Gulfstream G550 Customer Bulletin 4	August 23, 2004.
	(iii) GV series airplanes	Gulfstream GV Customer Bulletin 123	August 23, 2004.
(2) Terminating replacement of subject actuators.	(i) GV–SP series airplanes	Gulfstream G500 Customer Bulletin 6	December 8, 2004.
	(ii) GV–SP series airplanes	Gulfstream G550 Customer Bulletin 6	December 8, 2004.
	(iii) GV series airplanes	Gulfstream GV Customer Bulletin 124	December 8, 2004.

Inspection To Determine Actuator Part and Serial Numbers

(g) Within 500 flight hours after the effective date of this AD: Do a one-time inspection of the left and right aileron and elevator actuators to determine the part number (P/N) and S/N of each actuator, in accordance with the applicable customer bulletin.

No Subject Actuators Installed

(h) If no actuator with a P/N and S/N listed in Table 1 "Serial Number Effectivity Table" of the applicable customer bulletin is identified during the inspection required by paragraph (g) of this AD, no further action is required by this AD, except as required by paragraph (l) of this AD.

Initial and Repetitive Inspections of Subject Actuators

(i) For any actuator identified during the inspection required by paragraph (g) of this AD with a P/N and S/N listed in Table 1 "Serial Number Effectivity Table" of the applicable customer bulletin, and for actuators for which the P/N or S/N is missing or unreadable: Before further flight, do a detailed inspection of the identified actuator to detect a broken damper shaft, in accordance with the applicable customer bulletin.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(1) If no damper shaft is found broken: Repeat the inspection required by paragraph (i) of this AD thereafter at intervals not to exceed 500 flight hours, until the terminating replacement specified in paragraph (j) of this AD is accomplished.

Corrective Action for Subject Actuators

(2) If any damper shaft is found broken: Before further flight, do the action specified in paragraph (i)(2)(i), (i)(2)(ii), or (j) of this AD, in accordance with the applicable customer bulletin.

(i) Replace the actuator with a new or serviceable actuator having a P/N and S/N listed in Table 1 "Serial Number Effectivity Table" of the applicable customer bulletin, provided the new or serviceable actuator has been inspected in accordance with the requirements of paragraph (i) of this AD. Thereafter, repeat the inspection required by paragraph (i) of this AD for that actuator at intervals not to exceed 500 flight hours, until the terminating replacement specified in paragraph (j) of this AD is accomplished.

(ii) Replace the actuator with a new or serviceable actuator having a new P/N listed in Table 2 "Retrofit Part Number Replacement Table" of the applicable customer bulletin. This replacement terminates the requirements of this paragraph for that actuator only.

Terminating Replacement

(j) Within 24 months after the effective date of this AD: Replace all identified suspect actuators with new or serviceable actuators having a new P/N listed in Table 2 "Retrofit Part Number Replacement Table" of the applicable customer bulletin. This replacement terminates the requirements of this AD, except as required by paragraph (l) of this AD.

Reporting Requirement

(k) Submit a report of any broken damper shafts to the Manager, Atlanta Aircraft Certification Office (ACO), FAA, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; fax (770) 703-6097. The report must be done at the applicable time specified in paragraph (k)(1) or (k)(2) of this AD. The report must include the inspection date, the airplane model and S/N, the actuator position (left or right aileron or elevator), and the actuator P/N and S/N. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(1) If the inspection required by paragraph (i) of this AD is done after the effective date of this AD: Submit a report within 30 days after the inspection is done.

(2) If an inspection required by paragraph (i) of this AD was done before the effective date of this AD: Submit a report within 30 days after the effective date of this AD.

Parts Installation

(l) As of the effective date of this AD, no person may install an aileron or elevator actuator having a P/N and S/N specified in the applicable customer bulletin on any airplane, unless the actuator has been inspected according to paragraph (i) of this AD.

Special Flight Permit Prohibited

(m) Special flight permits (14 CFR 21.197 and 21.199) are not allowed if any broken damper shaft is found during any inspection required by paragraph (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, Atlanta ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(o) You must use the applicable customer bulletins specified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, Georgia 31402-2206, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 2.—MATERIAL INCORPORATED BY REFERENCE

Customer bulletin	Date
Gulfstream G500 Customer Bulletin 4	August 23, 2004.
Gulfstream G500 Customer Bulletin 6	December 8, 2004.
Gulfstream G550 Customer Bulletin 4	August 23, 2004.
Gulfstream G550 Customer Bulletin 6	December 8, 2004.
Gulfstream GV Customer Bulletin 123	August 23, 2004.
Gulfstream GV Customer Bulletin 124	December 8, 2004.

Issued in Renton, Washington, on May 15, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4714 Filed 5-24-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-04 Airbus: Docket No. FAA-2006-24815; Directorate Identifier 2006-NM-101-AD; Amendment 39-14608.

Effective Date

(a) This AD becomes effective June 7, 2006.

Affected ADs

(b) This AD supersedes AD 2005-12-07.

Applicability

(c) This AD applies to Airbus Model A318, A319, A320, and A321 airplanes, certificated in any category; except those on which Airbus Modification 32025 was done during production.

Unsafe Condition

(d) This AD results from a new crack that was found in the forward lug of the MLG support rib 5 fitting. We are issuing this AD to detect and correct cracking in the forward lug of the MLG, which could result in failure of the lug and consequent collapse of the MLG during takeoff or landing.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive Detailed Inspections

(f) Within 8 days after the effective date of this AD, or before further flight after a hard landing, whichever is first: Perform a detailed inspection for cracking in the forward lug of the support rib 5 fitting of the left- and right-hand MLG, and, if any crack is found, replace the MLG fitting with a new fitting before further flight, in accordance with a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent). Accomplishing the actions specified in the Airbus A318/A319/A320/A321 Nondestructive Testing Manual, Chapter 51-90-00, revision dated February 1, 2003, is one approved method for performing the detailed inspection. Repeat the inspection

thereafter at intervals not to exceed 8 days, or before further flight after a hard landing, whichever is first.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as
mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Optional Inspection Method

(g) Performing an ultrasonic inspection for cracking in the forward lug of the support rib 5 fitting of the left- and right-hand MLG in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent), is an acceptable alternative method of compliance for the initial and repeat inspections required by paragraph (f) of this AD. Doing the actions specified in the Airbus A318/A319/A320/A321 Nondestructive Testing Manual, Chapter 57-29-03, revision dated February 1, 2005 (for Airbus Model A318, A319, and A320 airplanes), or Chapter 57-29-04, revision dated May 1, 2005 (for Airbus Model A321 airplanes), as applicable, is one approved method for performing the ultrasonic inspection.

Optional Terminating Action

(h) For Model A319, A320, and A321 airplanes; as identified in Airbus Service Bulletin A320-57-1118, dated September 5, 2002; or Revision 01, dated August 28, 2003: Modifying the lugs of the support rib 5 fitting of the left- and right-hand MLG and accomplishing all related investigative actions and all applicable corrective actions in accordance with Airbus Service Bulletin A320-57-1118, or Revision 01, constitutes terminating action for the requirements of this AD.

(i) For Model A319, A320, and A321 airplanes: Repair of the forward lugs of the support rib 5 fitting of the left- and right-hand MLG in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent), constitutes terminating action for the requirements of this AD. Doing the repair in accordance with Airbus A319 Structural Repair Manual Chapter 5.C., 57-26-13, or Airbus A320 Structural Repair Manual Chapter 5.D., 57-26-13; revisions dated November 1, 2004; or Airbus A321 Structural Repair Manual, Chapter 5.D., 57-26-13, revision dated February 1, 2005; as applicable; is one approved method.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.
(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) EASA emergency airworthiness directive 2006-0069R1, dated April 7, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(l) None.

Issued in Renton, Washington, on May 15, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4712 Filed 5-22-06; 8:45 am]
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BW 2006-11

ROLLS-ROYCE PLC
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2006-11-05 Rolls-Royce plc: Amendment 39-14609. Docket No. 2003-NE-12-AD.

Effective Date

(a) This AD becomes effective June 27, 2006.

Affected ADs

(b) This AD supersedes AD 2004-01-20.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan engines with high pressure compressor (HPC) stage 3 disc assemblies, part numbers (P/Ns) LK46210, LK58278, LK67634, LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 installed. These engines are installed on, but not limited to, Boeing 747, Boeing 757, Boeing 767, Lockheed L-1011, and Tupolev Tu204 series airplanes.

Unsafe Condition

(d) This AD results from the manufacturer's reassessment of the corrosion risk on HPC stage 3 disc assemblies that have not yet been modified with sufficient application of anticorrosion protection. The actions specified in this AD are intended to prevent corrosion-induced uncontained disc failure, resulting in damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Removal of HPC Stage 3 Discs

(f) Remove from service affected HPC stage 3 disc assemblies identified in the following Table 1, using one of the following criteria:

TABLE 1.—AFFECTED HPC STAGE 3 DISC ASSEMBLIES

Engine model	Rework band for cyclic life accumulated on disc assemblies P/Ns LK46210 and LK58278 (pre RR service bulletin (SB) No. RB.211–72–5420)	Rework band for cyclic life accumulated on disc assembly P/N LK67634 (pre RR SB No. RB.211–72–5420)	Rework band for cyclic life accumulated on P/Ns LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 disc assemblies (pre RR SB No. RB.211–72–9434)
–22B series	4,000–6,200	7,000–10,000	11,500–14,000
–535E4 series	N/A	N/A	9,000–15,000
–524B–02, B–B–02, B3–02, and B4 series, Pre SB No. 72–7730	4,000–6,000	7,000–9,000	11,500–14,000
–524B2 and C2 series, Pre SB No. 72–7730	4,000–6,000	7,000–9,000	11,500–14,000
–524B2–B–19 and C2–B–19, SB No. 72–7730	4,000–6,000	7,000–9,000	8,500–11,000
–524D4 series, Pre SB No. 72–7730	4,000–6,000	7,000–9,000	11,500–14,000
–524D4–B series, SB No. 72–7730	4,000–6,000	7,000–9,000	8,500–11,000
–524G2, G3, H, and H2 series	4,000–6,000	7,000–9,000	8,500–11,000

(1) For discs that entered into service before 1990, remove disc and rework as specified in paragraph (g)(2) of this AD, on or before January 4, 2007, but not to exceed the upper cyclic limit in Table 1 of this AD before rework. Discs reworked may not exceed the manufacturer's published cyclic limit in the time limits section of the manual.

(2) For discs that entered into service in 1990 or later, remove disc within the cyclic life rework bands in Table 1 of this AD, or within 17 years after the date of the disc assembly entering into service, whichever is sooner, but not to exceed the upper cyclic limit of Table 1 of this AD before rework. Discs reworked may not exceed the manufacturer's published cyclic limit in the time limits section of the manual.

(3) For disc assemblies that when new, were modified with an application of anticorrosion protection and re-marked to P/N LK76036 (not previously machined) as specified by Part 1 of the original issue of RR service bulletin (SB) No. RB.211-72-5420, dated April 20, 1979, remove RB211-22B disc assemblies before accumulating 10,000 cycles-in-service (CIS), and remove RB211-524 disc assemblies before accumulating 9,000 CIS.

(4) If the disc assembly date of entry into service cannot be determined, the date of disc manufacture may be obtained from RR and used instead.

(5) Discs in RB211-535C operation are unaffected by the interim rework cyclic band limits in Table 1 of this AD, but must meet the calendar life requirements of either paragraph (f)(1) or (f)(2) of this AD, as applicable.

Optional Rework of HPC Stage 3 Discs

(g) Rework HPC stage 3 disc assemblies that were removed in paragraph (f) of this AD as follows:

(1) For disc assemblies that when new, were modified with an application of anticorrosion protection and re-marked to P/N LK76036 (not previously machined) as specified by Part 1 of the original issue of RR SB RB.211-72-5420, dated April 20, 1979, rework disc assemblies and re-mark to either LK76034 or LK78814 using paragraph 2.B. of the Accomplishment Instructions of RR SB No. RB.211-72-5420, Revision 4, dated February 29, 1980. This rework constitutes terminating action to the removal requirements in paragraph (f) of this AD.

(2) For all other disc assemblies, rework using Paragraph 3.B. of the Accomplishment Instructions of RR SB No. RB.211-72-9434, Revision 4, dated January 12, 2000. This rework constitutes terminating action to the removal requirements in paragraph (f) of this AD.

Note 1: If rework is done on disc assemblies that are removed before the disc assembly reaches the lower life of the cyclic life rework band in Table 1 of this AD, artificial aging of the disc to the lower life of the rework band, at time of rework, is required.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) Civil Aviation Authority airworthiness directive 004-01-94, dated January 4, 2002, and RR Mandatory Service Bulletin No. RB.211-72-9661, Revision 4, dated January 4, 2002, pertain to the subject of this AD.

Material Incorporated by Reference

(j) You must use Rolls-Royce plc Service Bulletin No. RB.211-72-5420, Revision 4, dated February 29, 1980, and Rolls-Royce plc Service Bulletin No. RB.211-72-9434, Revision 4, dated January 12, 2000, to perform the rework required by this AD. The Director of the Federal Register previously approved the incorporation by reference of these service bulletins in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of February 24, 2004 (69 FR 2661, January 20, 2004). You can get copies from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242424; fax: 011-44-1332-245-418. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on May 15, 2006.
Robert J. Ganley,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-4713 Filed 5-22-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-06 Boeing: Amendment 39-14610. Docket No. FAA-2005-22321; Directorate Identifier 2005-NM-123-AD.

Effective Date

(a) This AD becomes effective June 29, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 767-200 and -300 series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 767-25-0336, Revision 2, dated August 11, 2005.

Unsafe Condition

(d) This AD results from test data indicating that outboard overhead stowage bins are unable to withstand the 4.5g down-load standard intended to protect passengers during flight turbulence or a hard landing. We are issuing this AD to prevent the stowage bins from opening during flight turbulence or a hard landing, which could result in the contents of the stowage bins falling onto the passenger seats below and injuring passengers, or blocking the aisles, impeding the evacuation of passengers in an emergency.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Replacement of Placards and Installation of Partial Divider Panels and Life Raft Straps

(f) Within 72 months after the effective date of this AD: Replace the placards on certain stowage bins with new placards, install partial dividers in certain other stowage bins, and install straps on stowage bins containing life rafts, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-25-0336, Revision 2, dated August 11, 2005.

Actions Required To Be Accomplished Prior to or Concurrently With Paragraph (f) of This AD

(g) For Group 1 airplanes as identified in Boeing Special Attention Service Bulletin 767-25-0336, Revision 2, dated August 11, 2005: Prior to or concurrently with the accomplishment of paragraph (f) of this AD, replace the door latches, strikes, and thresholds on the outboard overhead

stowage compartments with new latches, strikes, and thresholds. Do the replacement in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-25-0211, Revision 1, dated July 14, 1994.

Actions Accomplished Previously

(h) Accomplishment of the stowage bin modifications required by paragraph (f) of this AD in accordance with Boeing Special Attention Service Bulletin 767-25-0336, dated May 15, 2003; or Revision 1, dated October 21, 2004; and paragraph (g) of this AD in accordance with Boeing Service Bulletin 767-25-0211, dated August 12, 1993; before the effective date of this AD; is considered acceptable for compliance with the corresponding requirements of this AD.

Parts Installation

(i) As of the effective date of this AD, no person may install on any airplane a stowage bin having a part number identified in Table 2 of Figure 1 of Boeing Special Attention Service Bulletin 767-25-0336, Revision 2, dated August 11, 2005, unless it has been modified by performing the applicable actions in paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(k) You must use Boeing Special Attention Service Bulletin 767-25-0336, Revision 2, dated August 11, 2005; and Boeing Service Bulletin 767-25-0211, Revision 1, dated July 14, 1994; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 9, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4803 Filed 5-24-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

RAYTHEON
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-07 Raytheon Aircraft Company: Amendment 39-14611. Docket No. FAA-2006-24084; Directorate Identifier 2006-NM-017-AD.

Effective Date

(a) This AD becomes effective June 29, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Raytheon Model Hawker 800XP airplanes, certificated in any category; serial numbers 258541, 258556, 258567 through 258609 inclusive, 258611 through 258628 inclusive, 258630 through 258684 inclusive, and 258686 through 258728 inclusive.

Unsafe Condition

(d) This AD results from two reports of inadequate clearance between the bus bars in the DA-A panel. We are issuing this AD to prevent insufficient electrical isolation for the electrical bus configuration and inability of the flightcrew to isolate the bus bars in an emergency situation involving a dual generator failure, which could result in extra loads on the main ship batteries and consequent loss of power to the main essential bus.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection/Corrective Action

(f) Within 30 days after the effective date of this AD: Do a detailed inspection of the four bus bars in the DA-A panel to ensure that the bus bars match the panel configuration and clearance is adequate between the bus bars and adjacent components, by doing all the actions in accordance with the Accomplishment Instructions of Raytheon Service Bulletin SB 24-3745, Revision 1, dated September 2005. Accomplish any applicable corrective action before further flight in accordance with the service bulletin.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Note 2: A note in the Accomplishment Instructions of the Raytheon service bulletin instructs operators to contact Raytheon if any difficulty is encountered in accomplishing the service bulletin. However, any deviation from the instructions provided in the service bulletin must be approved as an alternative method of compliance (AMOC) under paragraph (i)(1) of this AD.

Inspections Accomplished According to Previous Issue of Service Bulletin

(g) Inspections accomplished before the effective date of this AD in accordance with Raytheon Service Bulletin SB 24-3745, dated September 2005, are considered acceptable for compliance with the inspections specified in paragraph (f) of this AD.

No Reporting Requirement

(h) Although the Accomplishment Instructions of Raytheon Service Bulletin SB 24-3745, Revision 1, dated September 2005, specify submitting certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(j) You must use Raytheon Service Bulletin SB 24-3745, Revision 1, dated September 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Raytheon Aircraft Company, Department 62, P.O. Box 85, Wichita, Kansas 67201-0085, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 15, 2006.
Kevin M. Mullin,
Acting Manager, , Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4801 Filed 5-24-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-08 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14612. Docket No. FAA-2006-24204; Directorate Identifier 2005-NM-178-AD.

Effective Date

(a) This AD becomes effective June 29, 2006.

Affected ADs

(b) This AD supersedes AD 2002-03-07.

Applicability

(c) This AD applies to BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes, and BAE Systems (Operations) Limited Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category; except those modified by BAE Systems (Operations) Limited Modification HCM01694F.

Unsafe Condition

(d) This AD results from the development of an improved inspection for corrosion in the subject area. We are issuing this AD to detect and correct corrosion in the flap structure and machined ribs, which could result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Records Review

(f) For airplanes on which the initial inspection required by AD 2002-03-07 was done before the effective date of this AD: Within 24 months after the effective date of this AD, review the airplane maintenance records to identify the results of the inspection.

Inspection: Airplanes Not Previously Inspected

(g) For airplanes that were not inspected in accordance with AD 2002-03-07 before the effective date of this AD: Before the accumulation of 72 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, or within 24 months after the effective date of this AD, whichever occurs later, do a general visual "flaps off" inspection to detect corrosion of the of the flap structure and machined ribs,

in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-066, Revision 2, dated March 18, 2004. If no corrosion is found: Before further flight, reprotect the rib boss bores and faces, in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-066, Revision 2, dated March 18, 2004.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Follow-On Actions: No Corrosion Found

(h) If it is positively determined from the records review required by paragraph (f) of this AD that no corrosion was found during the initial inspection, or if no corrosion was found during the initial inspection required by paragraph (g) of this AD: No further work is required by this AD.

Follow-On Actions: Corrosion Found

(i) If it is determined during the records review required by paragraph (f) of this AD that any corrosion was found during the initial inspection, or if it cannot be positively determined from the records review required by paragraph (f) of this AD that no corrosion was found during the initial inspection, or if any corrosion was found during the initial inspection required by paragraph (g) of this AD: Within 36 months after the initial inspection or 24 months after the effective date of this AD, whichever occurs later, but not sooner than 24 months after the initial inspection, perform a general visual inspection of the flap structure and machined ribs to detect corrosion, as specified in paragraph (i)(1) or (i)(2), as applicable, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-066, Revision 2, dated March 18, 2004.

(1) If the corrosion extended into the boss bores, or if it cannot be positively determined from the records review specified in paragraph (f) of this AD that corrosion did not extend into the boss bores, do a "flaps-off" inspection.

(2) If the corrosion did not extend into the boss bores, do a "flaps-on" inspection.

Corrective Actions

(j) If any corrosion is found during any inspection required by this AD: Repair before further flight in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-066, Revision 2, dated March 18, 2004, except as required by paragraph (k) of this AD.

Exceptions to Service Bulletin Specifications

(k) If any corrosion is detected and BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-066, Revision 2, dated March 18, 2004, specifies to contact the manufacturer for repair instructions: Repair before further flight, using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority (or its delegated agent).

(l) Although the service bulletin referenced in this AD specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Actions Accomplished According to Previous Issue of Service Bulletin

(m) Actions done before the effective date of this AD in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-066, dated May 15, 2001; or Revision 1, dated September 20, 2002, are acceptable for compliance with the corresponding requirements of paragraphs (g), (h), (i), and (j) of this AD.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(o) British airworthiness directive G-2005-0018, dated July 20, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(p) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-066, Revision 2, dated March 18, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 15, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4802 Filed 5-24-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-09 Bombardier, Inc. (Formerly Canadair): Amendment 39-14613. Docket No. FAA-2006-23841; Directorate Identifier 2005-NM-214-AD.

Effective Date

(a) This AD becomes effective June 30, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7003 and subsequent, certificated in any category; on which Bombardier Modsum TC601R16421 or TC601R16422 has not been accomplished.

Unsafe Condition

(d) This AD results from a report that a crack was discovered at the lower forward corner of a cargo door skin cut-out during fatigue testing. We are issuing this AD to detect and correct cracking in the lower forward corner of the cargo door skin cut-out, which could result in reduced structural integrity of the airplane

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to the procedures specified in paragraph (g) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25-1529.

Maintenance Requirements Manual Revision

(f) Within 30 days after the effective date of this AD, revise the Airworthiness Limitations (AWL) section (Appendix B) of the Instructions for Continuing Airworthiness of the Canadair Regional Jet Maintenance Requirements Manual (MRM), to include the information specified in AWL Task 53-61-141 in Canadair Regional Jet Temporary Revision (TR) 2B-2109, dated October 13, 2005. Thereafter, except as provided by paragraph (g) of this AD, no alternative structural inspection intervals may be approved for the cargo door skin cut-out.

Note 2: The actions required by paragraph (f) of this AD may be done by inserting a copy of TR 2B-2109 into the AWL section of the Canadair Regional Jet MRM. When the contents of TR have been included in general revisions of the MRM, the general revisions may be inserted in the MRM, provided the relevant information in the general revision is identical to that in TR 2B-2109.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, New York Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(h) Canadian airworthiness directive CF-2005-05, dated February 18, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Canadair Regional Jet Temporary Revision 2B-2109, dated October 13, 2005, Part 2, Appendix B of the Canadair Regional Jet Maintenance Requirements Manual to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 16, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4847 Filed 5-25-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

EMBRAER
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-10 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-14614. Docket No. FAA-2006-24072; Directorate Identifier 2006-NM-016-AD.

Effective Date

(a) This AD becomes effective June 30, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to EMBRAER Model EMB-120, -120ER, -120FC, -120QC, and -120RT airplanes, certificated in any category, as identified in EMBRAER Service Bulletin 120-30-0034, Revision 01, dated September 22, 2004.

Unsafe Condition

(d) This AD results from a fuel system review conducted by the manufacturer. We are issuing this AD to prevent a potential source of ignition near a fuel tank, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Valve Replacement

(f) Within 5,000 flight hours after the effective date of this AD, replace the de-icing system ejector flow control valves, part number (P/N) 3D2376-06, with new, improved flow control valves having hermetically sealed switches, P/N 3D2376-07; and rewire the applicable connectors; in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 120-30-0034, Revision 01, dated September 22, 2004.

Actions Accomplished According to Previous Issue of Service Bulletin

(g) Actions accomplished before the effective date of this AD in accordance with EMBRAER Service Bulletin 120-30-0034, dated October 30, 2003, are considered acceptable for compliance with the corresponding actions of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) Brazilian airworthiness directive 2005-12-02, effective January 19, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use EMBRAER Service Bulletin 120-30-0034, Revision 01, dated September 22, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 16, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-4843 Filed 5-25-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-11 Boeing: Amendment 39-14615. Docket No. FAA-2005-23213; Directorate Identifier 2005-NM-192-AD.

Effective Date

(a) This AD becomes effective June 30, 2006.

Affected ADs

(b) This AD supersedes AD 2001-20-12.

Applicability

(c) This AD applies to all Boeing Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to incorporate new inspections for fatigue cracking of principal structural elements (PSEs). Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to incorporate the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25-1529.

Unsafe Condition

(d) This AD results from a new revision to the Airworthiness Limitations section of the maintenance manual (757 Airworthiness Limitations Instructions (ALI)). We are issuing this AD to ensure that fatigue cracking of various PSEs is detected and corrected; such fatigue cracking could adversely affect the structural integrity of these airplanes.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 2001-20-12

Revision of Airworthiness Limitations and Certification Maintenance Requirements

(f) For Model 757 series airplanes having line numbers 1 through 764 inclusive, and subject to the requirements of AD 2001-20-12: Within 3 years after November 20, 2001 (the effective date of AD 2001-20-12), revise Section 9 of the Boeing 757 Maintenance Planning Data (MPD) Document entitled "Airworthiness Limitations and Certification Maintenance Requirements (CMRs)" to incorporate Subsection B. of Boeing Document D622N001-9, Revision "May 1997" or Revision "November 1998." Accomplishing the requirements in paragraph (h) of this AD ends the requirements in this paragraph.

Note 2: For the purposes of this AD, the terms PSEs as used in this AD, and Structural Significant Items (SSIs) as used in Section 9 of Boeing 757 MPD Document, are considered to be interchangeable.

No Alternative Inspections/Inspection Intervals

(g) Except as provided in paragraph (j) of this AD: After the actions required by paragraph (f) of this AD have been accomplished, no alternative inspections or inspection intervals shall be approved for the PSEs contained in Boeing Document D622N001-9, Revision "May 1997" or "November 1998."

New Actions Required by This AD

(h) For all airplanes: Within 36 months after the effective date of this AD, revise Section 9, "Airworthiness Limitations and CMRs" of the Boeing 757 MPD Document to incorporate Subsection B. of Boeing Document D622N001-9, Revision "May 2003;" or Revision "June 2005," as applicable. Accomplishing the requirements in this paragraph ends the requirements in paragraph (f) of this AD.

No Alternative Inspections/Inspection Intervals

(i) Except as provided in paragraph (j) of this AD: After the actions required by paragraph (h) of this AD have been accomplished, no alternative inspections or inspection intervals shall be approved for the PSEs contained in Boeing 757 MPD Document D622N001-9, Revision "May 2003" or Revision "June 2005."

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(1) AMOCs approved previously in accordance with AD 2001-20-12, are approved as AMOCs for the corresponding provisions of this AD.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle

ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane.

Material Incorporated by Reference

(k) The actions required by this AD shall be done in accordance with Boeing 757 Maintenance Planning Data Document, Section 9, "Airworthiness Limitations and Certification Maintenance Requirements," Subsection B. of Boeing Document D622N001-9, Revision "May 2003;" Boeing 757 Maintenance Planning Data Document, Section 9, "Airworthiness Limitations and Certification Maintenance Requirements," Subsection B. of Boeing Document D622N001-9, Revision "June 2005;" Boeing 757 Maintenance Planning Data Document, Section 9, Boeing Document D622N001-9, Revision "May 1997;" or Boeing 757 Maintenance Planning Data Document, Section 9, Boeing Document D622N001-9, Revision "November 1998;" as applicable; unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing 757 Maintenance Planning Data Document, Section 9, "Airworthiness Limitations and Certification Maintenance Requirements," Subsection B. of Boeing Document D622N001-9, Revision "May 2003;" and Boeing 757 Maintenance Planning Data Document, Section 9, "Airworthiness Limitations and Certification Maintenance Requirements," Subsection B. of Boeing Document D622N001-9, Revision "June 2005;" in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On November 20, 2001 (66 FR 52492, October 16, 2001), the Director of the Federal Register approved the incorporation by reference of Boeing 757 Maintenance Planning Data Document, Section 9, Boeing Document D622N001-9, Revision "May 1997;" and Boeing 757 Maintenance Planning Data Document, Section 9, Boeing Document D622N001-9, Revision "November 1998."

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 15, 2006.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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BW 2006-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-12 Boeing: Amendment 39-14616. Docket No. FAA-2006-23818; Directorate Identifier 2005-NM-228-AD.

Effective Date

(a) This AD becomes effective June 30, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from reports of freeplay-induced vibration of the rudder and the elevator. The potential for vibration of the control surface should be avoided because the point of transition from vibration to divergent flutter is unknown. We are issuing this AD to prevent excessive vibration of the airframe during flight, which could result in loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin References

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of the following service bulletins, as applicable:

(1) For Model 767-200, -300, and -300F series airplanes: Boeing Special Attention Service Bulletin 767-27-0197, dated October 27, 2005; and

(2) For Model 767-400ER series airplanes: Boeing Special Attention Service Bulletin 767-27-0198, dated October 27, 2005.

Repetitive Measurements

(g) Within 18 months after the effective date of this AD; or within 36 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness; whichever occurs later: Measure the rudder and elevator freeplay. Repeat the measurement thereafter at intervals not to exceed 12,000 flight hours or 36 months, whichever occurs first. Do all actions required by this paragraph in accordance with the applicable service bulletin.

Related Investigative and Corrective Actions

(h) If any measurement found in paragraph (g) of this AD exceeds any applicable limit specified in the service bulletin: Before further flight, do the applicable related investigative and corrective actions in accordance with the applicable service bulletin.

Repetitive Lubrication

(i) Within 9 months after the effective date of this AD; or within 9 months since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness; whichever occurs later: Lubricate the rudder and elevator components specified in the service bulletin. Repeat the lubrication thereafter at the applicable interval in paragraph (i)(1) or (i)(2) of this AD. Do all actions required by this paragraph in accordance with the applicable service bulletin.

(1) For airplanes on which BMS 3-33 grease is not already in use prior to the time the lubrication task is being accomplished: At intervals not to exceed 3,000 flight hours or 9 months, whichever occurs first.

(2) For airplanes on which BMS 3-33 grease is already in use prior to the time the lubrication task is being accomplished: At intervals not to exceed 6,000 flight hours or 18 months, whichever occurs first.

Concurrent Repetitive Cycles

(j) If a freeplay measurement required by paragraph (g) of this AD and a lubrication cycle required by paragraph (i) of this AD are due at the same time or will be accomplished during the same maintenance visit, the freeplay measurement and applicable related investigative and corrective actions must be done before the lubrication is accomplished.

No Reporting Required

(k) Although the service bulletins referenced in this AD specify to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(m) You must use Boeing Special Attention Service Bulletin 767-27-0197, dated October 27, 2005; or Boeing Special Attention Service Bulletin 767-27-0198, dated October 27, 2005; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on May 17, 2006.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BW 2006-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-11-13 Boeing: Amendment 39-14617. Docket No. FAA-2005-20732; Directorate Identifier 2004-NM-278-AD.

Effective Date

(a) This AD becomes effective June 30, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 777-200 and -300 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 777-52-0033, Revision 1, dated June 12, 2003.

Unsafe Condition

(d) This AD was prompted by intermittent failures of the emergency power assist system (EPAS) battery pack found during testing, which are due to switch contamination, cam alignment problems, and inadequate self-test capability. We are issuing this AD to prevent failure of the EPAS, which could result in the inability to open the exit door during an emergency evacuation.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Replacement

(f) For Group 1 airplanes, as identified in Boeing Service Bulletin 777-52-0033, Revision 1, dated June 12, 2003: Within 24 months after the effective date of this AD, replace the battery packs of the EPAS of the left and right non-overwing exit doors with new battery packs by doing all the actions specified in Boeing Service Bulletin 777-52-0033, Revision 1, dated June 12, 2003.

Replacement or Modification

(g) For Group 2 airplanes, as identified in Boeing Service Bulletin 777-52-0033, Revision 1, dated June 12, 2003: Within 24 months after the effective date of this AD, accomplish the actions specified in either paragraph (g)(1) or (g)(2) of this AD.

(1) Replace the battery packs as required by paragraph (f) of this AD.

(2) Modify the battery packs by doing all the actions specified in Boeing Component Service Bulletin 285W0955-24-01, dated November 21, 2002.

Credit for Actions Accomplished Previously

(h) Accomplishing the applicable actions required by paragraph (f) or (g) of this AD before the effective date of this AD, in accordance with Boeing Special Attention Service Bulletin 777-52-0033, dated November 21, 2002, is considered acceptable for compliance with the corresponding actions in this AD. Part number (P/N) S906-10207-2 (for a 9-volt alkaline battery), shown in Paragraph 2.C.2. of that service bulletin, is not a valid P/N; the correct P/N that must be used is P/N S906-10135-8011.

Parts Installation

(i) As of the effective date of this AD, no person may install a EPAS battery pack, P/N S283W203-1 or P/N 285W0955-101, on any airplane.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(k) You must use Boeing Service Bulletin 777-52-0033, Revision 1, dated June 12, 2003; and Boeing Component Service Bulletin 285W0955-24-01, dated November 21, 2002; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.*html.

Issued in Renton, Washington, on May 16, 2006.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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